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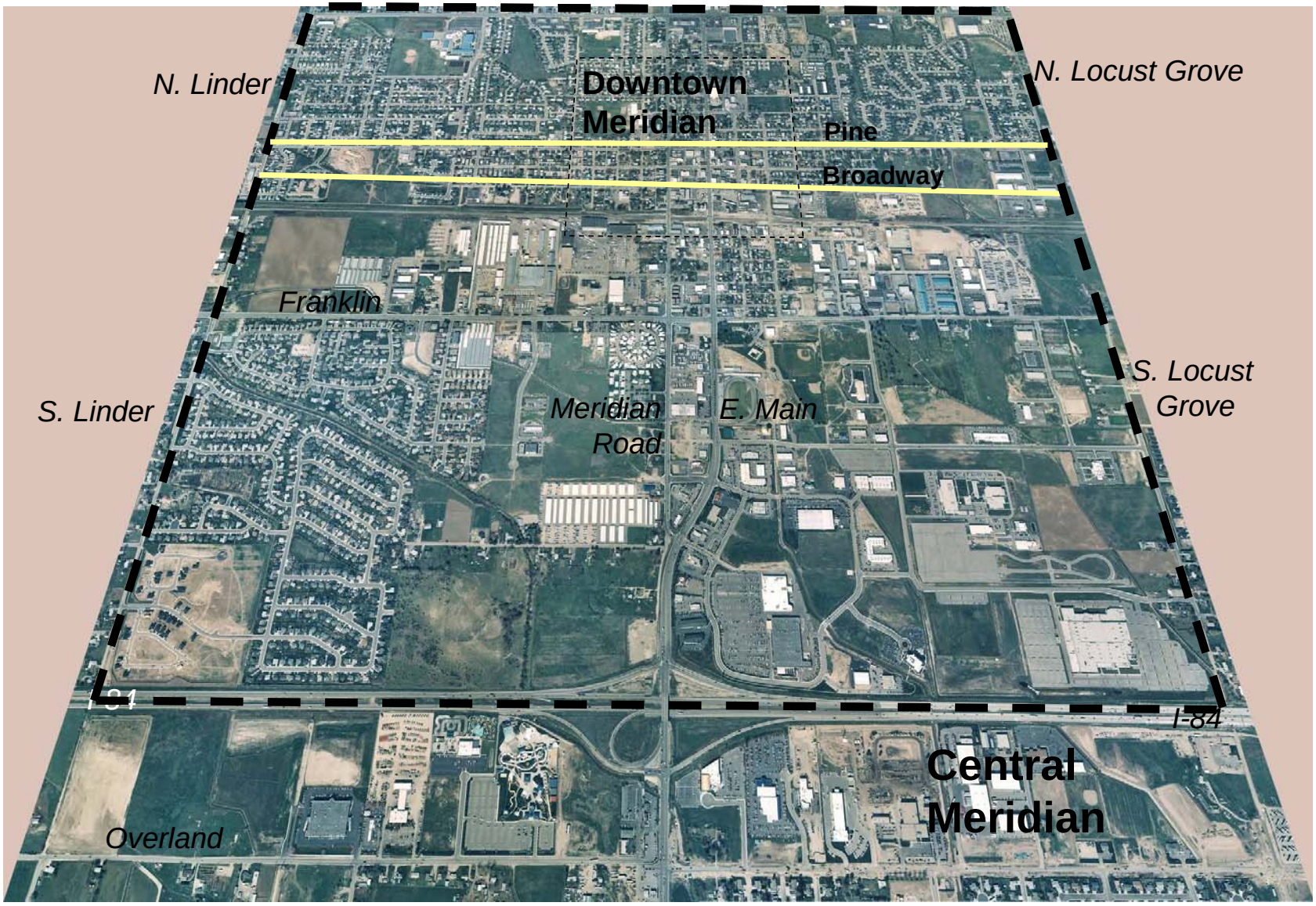
Downtown Meridian Transportation Management Plan Study Area



Sidebar: Rules of Thumb for Evaluating Transportation System Alternatives. This graphic was used as a handout to guide public discussion during the planning process.

Alternatives Development "Rules of Thumb"

The purpose of this handout is to present general "rules of thumb" related to the development and preliminary screening of improvement alternatives.

As can be seen in the exhibit below, three circulation districts have been developed for the purposes of this study; Regional, Central Meridian, and Downtown Meridian. The general characteristics associated with each circulation district are described below. In addition, certain intuitive concepts ("rules of thumb") are presented. These "rules of thumb", in combination with an understanding of the general circulation characteristics, provide a basis for understanding why an alternative may or may not be reasonable.

REGIONAL CIRCULATION DISTRICT

General Characteristics

- Trips > 10 minutes
- Trip length > 5 miles
- Time sensitive
- Primary trip types: commute/work trips
- Majority of motorists are single occupant vehicles
- Primarily traveling during peak periods
- Trips generally consist of one origin and one destination with some "trip linking" (from work to grocery store to home)
- Primarily use freeway and arterial facilities

Transportation Circulation "Rules of Thumb"

- Desire the most direct/convenient route – minimize out of direction travel
- Balance desire for the shortest route with need for the quickest route
- Utilize signalized intersections to make left-turns
- Prefer through routes with fewer traffic signals
- Desire to be moving
- Consistent —can expect the same thing every day

CENTRAL MERIDIAN CIRCULATION DISTRICT

General Characteristics

- Trips about 5-10 minutes
- Trip length ranges from 1 to 5 miles
- Travel time less critical
- Primary trip types: work, shopping, and school trips
- More multi-passenger vehicles
- More dispersed travel periods
- More "trip linking" (from home to school to shopping center and home)
- Primarily travel on major & minor arterials and collector roads

Transportation Circulation "Rules of Thumb"

- Desire the most direct/convenient route – minimize out of direction travel
- Desire multiple route choices/options
- Balance desire for the shortest route with need for the most convenient route
- Better utilize unsignalized intersections to make left-turns
- More tolerant of traffic delays

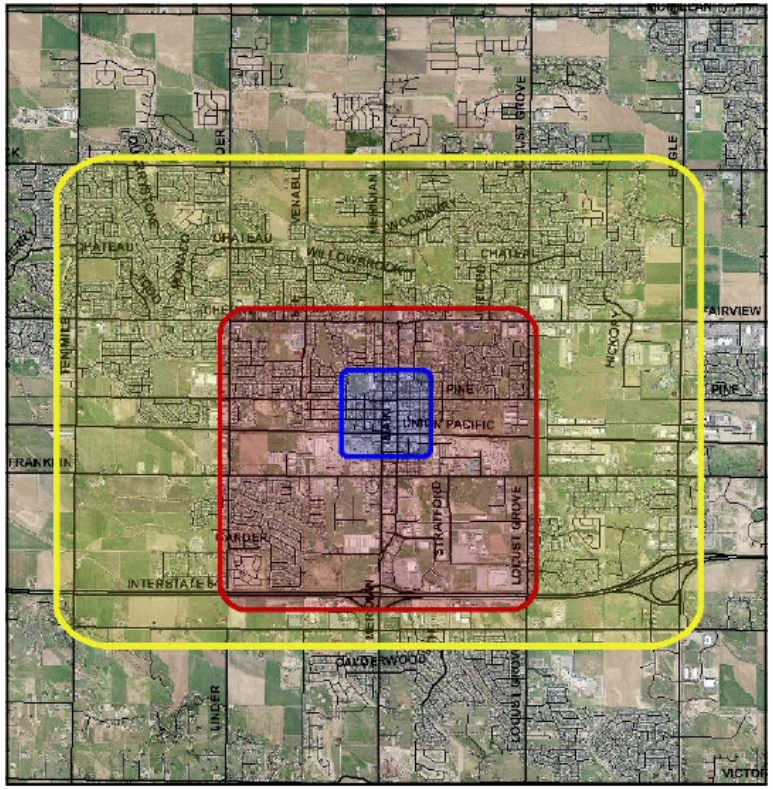
DOWNTOWN MERIDIAN CIRCULATION DISTRICT

General Characteristics

- Trips generally < 5 minutes
- Trip length generally < 1/2 mile
- Travel time generally not as critical
- Primary trip types: work & related, shopping, business, and recreation.
- More dispersed travel periods
- Higher percentage of walking & bicycle trips and use of local streets
- Primarily a destination

Transportation Circulation "Rules of Thumb"

- More focused on the "experience"
- Important need for trees, plants, street furniture, varied colors and textures, "friendly" environment
- More willing to accept lower speeds and narrower streets
- More route & mode choices
- Desire walkable spaces – wide sidewalks with good connectivity
- Greater potential for bicycle facilities and amenities
- Emphasis on convenient parking accommodations



FEHR & PEERS TRANSPORTATION CONSULTANTS

September 30, 2004

Section 1
Executive Summary

Traffic conditions in the Downtown Meridian corridor are among the very worst in Idaho. For over a decade, the community has debated what systematic improvements should be adopted to address this complex challenge. The complexity has stifled consensus while frustration levels have risen dramatically. On one key issue the community appeared to be in solid agreement: something must be done.

The Ada County Highway District (ACHD) requested that the City of Meridian provide its vision and goals related to this complex issue. In this context, the City in partnership with the Ada County Highway initiated a Transportation Management Planning (TMP) process in mid-2004. To guide the effort, they established a Steering Team composed of local citizens and regional community development specialists. They also emphasized the need for active community involvement throughout the creative process.

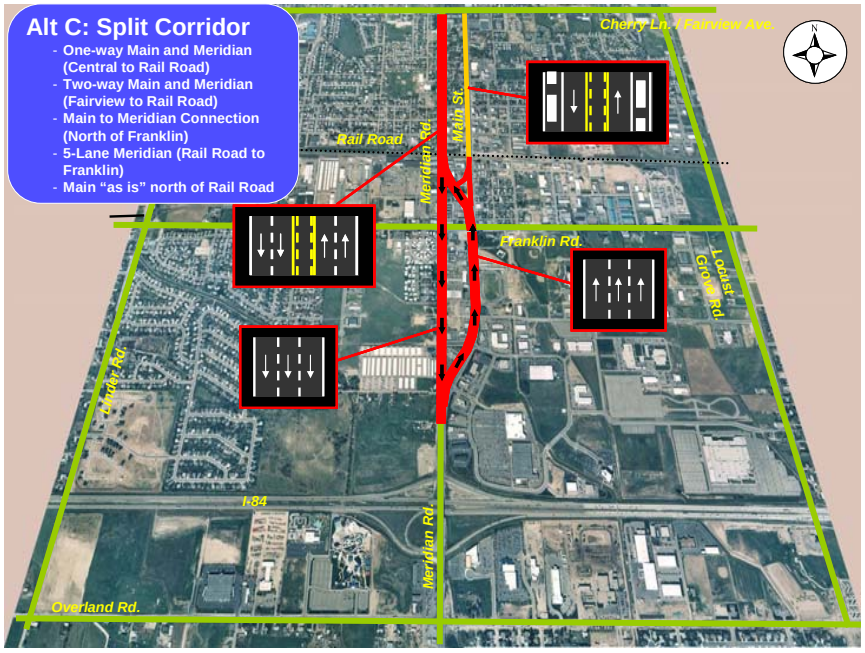
Very early in this process, explicit goals (ends) were drafted to serve as an evaluation framework for potential transportation alternatives. These goals came from the City's comprehensive plan, ACHD guidelines, the public and the Steering Team. The final set of nineteen goals, or guiding principles, were prioritized (i.e., weighted according to relative importance), endorsed by the Steering Team and presented to the public, City Council and ACHD Commissioners, none of whom proposed changes. These principles address community, transportation and fiscal priorities.

A thorough analysis of transportation options derived fourteen relatively distinct alternatives. Most had been discussed for years; six were finalists in a 1997

transportation planning report for the City. Using the nineteen goals in a system known as Multi-criteria Evaluation, the fourteen alternatives were easily reduced to six. A second round of analysis, including public involvement, reduced the six to four, one of which was "do-nothing." This latter option relies strictly on already planned regional transportation improvements (e.g., the Ten Mile Interchange) to address Downtown traffic challenges. It served as a baseline for testing the relative merits of the other three bona fide alternatives.

Finalist alternatives were analyzed much more heavily. The Steering Team spent months considering how well the alternatives addressed the project goals (technically 'evaluation criteria'). ACHD staff also provided cost estimates for each of the alternatives – a great addition to the insights obtained in the research process.

Ultimately, the Steering Team endorsed one alternative unanimously: the Split Corridor. This alternative addresses the two very different sets of land use and travel patterns expected for Downtown Meridian and the south end commercial area. Downtown is intended to be a pedestrian-priority destination with a mix of uses that include residential. The south end is an auto-oriented commercial district intended to support high traffic volumes.



The Split Corridor concept was newly developed as a part of the TMP process. Illustrated at left, it would provide one-way operations northbound on Main Street and southbound on Meridian Road *between Central Drive and the railroad corridor*. One-way northbound traffic would transition from Main Street back to a two-way Meridian Road immediately south of the railroad corridor. North of the railroad corridor to Fairview Avenue/ Cherry Lane, Meridian Road would be constructed as a two-way five lane roadway. Main Street

would connect with the northbound one-way couplet south of the railroad corridor. From there, it would remain a three-lane northbound section as currently configured up to Fairview Avenue.

The Split Corridor will be combined with a set of internal circulation improvements to create a complete circulation system. Key refinement recommendations for this system are:

- Pine Avenue should be extended to Eagle Road
- Connection of Broadway Avenue to Commercial Street (at least as far east as Locust Grove) should be evaluated for feasibility
- Extension of East Third Street from Franklin Road to Fairview Avenue should be evaluated for feasibility
- A signalized crosswalk should be considered at West Carlton Street and Meridian Road to safely connect residential areas, schools and the Downtown

Preliminary cost of the Split Corridor is $11.6 million. This cost does not include the additional internal circulation improvements noted above. Moving forward with a transportation solution has been given a high priority by both ACHD and the City. At this time, however, it is premature to estimate a construction date or period.

The primary ingredient for this critically important program is collaboration. The City, ACHD and citizens have demonstrated how community-based planning can build consensus in a highly complex situation. In order to make the preferred alternative a reality, it is necessary and time for all stakeholders to work in good faith to help ensure that implementation is successful.

Section 2
Overview of Current Downtown Conditions

2.1 Downtown Development & Marketing Strategy

"TMP"

This report is the Downtown Meridian Transportation Management Plan. For convenience, the initials "TMP" will be used to refer to the document.

The Downtown Meridian Transportation Management Plan (TMP) is part of a larger program to revitalize and grow the city center. This effort is driven by a marketing strategy that was adopted by the City and Meridian Development Corporation (MDC) in 2004. The strategy, based on an explicit evaluation of Downtown markets and conditions, is a fundamental part of the TMP planning framework. It carefully sets a course for establishing Downtown Meridian as the center of the community and as a major commercial hub of the Treasure Valley. In order for the TMP to succeed, it must complement and support the City's adopted vision for Downtown:

> *Downtown Meridian will be the true center and heart of a close-knit community. Primary markets will be community residents, especially families, and the customers and clients already drawn to Meridian's other primary economic strengths: medical, retail, education, industrial and professional services facilities.*
>
> *The focus of the strategy will be toward **Connection**… between customers and businesses, residents and the place of Meridian, heritage and future, young and old, citizens and government, the community and the Treasure Valley.*
>
> *Family-oriented public spaces will be managed to host a wide range of social, cultural and civic activities. Sidewalks and street-level businesses will create an atmosphere strongly attractive to pedestrians, especially for socializing. Downtown will be a highly livable place that provides a rural town feel in an urban setting. A variety of urban housing opportunities will provide a built-in residential community that fosters city center business.*
>
> *Circulation and parking systems will encourage people to come "to" Downtown, while facilitating "through" traffic around Downtown. Building densities and building heights will foster connection rather than sprawl.*

Downtown Meridian: The Challenge of "Through" vs. "To" Traffic

- Great Downtowns are "To" Places
- Priority: Pedestrians Over Drivers
- Through Traffic Degrades Downtown Experience: "More" Isn't Equal to "Better"
- Through Traffic Needs Way Around
- & Reasons to Become "TO" Traffic
- Today Your Downtown Is Overwhelmed by Traffic; Not a TO Place

Downtown development will emphasize seven key strengths:

1. *Social retail at street level*
2. *Cultural, continuing education and recreational ("livability") facilities*
3. *Offices for businesses that serve Meridian residents and economic strengths*
4. *Highly livable urban homes*
5. *A Treasure Valley business/Transit Village along the rail corridor*
6. *A strong, highly visible civic presence*
7. *A circulation system for cars, bikes and pedestrians that makes Downtown a great place to be and to visit*

Being market-driven is fundamental to the success of Downtown Meridian's revitalization program. Economic trends have been carefully analyzed. Local and regional markets have been well defined. Target markets are clear and accessible. The City's revitalization strategy provides a development system designed to respond to the needs and expectations of these specified target markets. Primary target markets include:

1. Meridian's families, especially those with children
2. Meridian's existing business community
3. Customers and clients already coming to Meridian's other economic destinations, especially: medical, retail, education, industrial and professional services facilities
4. Meridian consumers who seek social and cultural connections, especially in the context of gathering places like Downtown

The Meridian community is very much about intergenerational experience and celebration of the family friendly environment. This core value guides the market strategy to be multi-generational and true to the community's desired family values and experiences. The formula for implementation of this market strategy includes organization, commitment, collaboration and tenacity. A partnership of Meridian's

Downtown Meridian Champions:
City leadership
Meridian Development Corporation
Downtown business people
Chamber of Commerce
Community partners

"Weakness of the regional transportation network does not justify sacrificing the Heart of Your Community to through traffic."

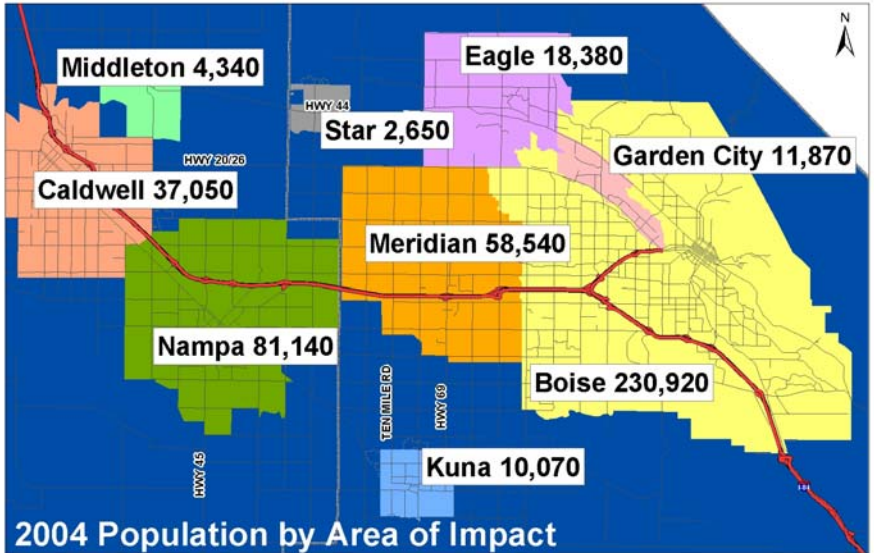
Tom Hudson

downtown "champions," is needed to embrace this formula to help attain downtown's exceptional potential to become the:

- **Heart** of the community
- **Home** to community-oriented businesses and residents who value a high amenity urban environment
- **Hub** to Treasure Valley business, culture and social activities via the impending transit corridor that will establish Meridian as the true center of the region. (See Figures 2.1, 2.2 and 2.3 for regional population and employment conditions and forecasts.)

This *Heart, Home, Hub* orientation can succeed by creating an exceptional environment for community living, working, shopping, learning, and playing. In order to provide for this diversity of use, the Downtown District needs to evolve with a great emphasis on Smart Growth. Downtown development needs to focus on building walkable compact neighborhoods. Commercial services, schools, recreation, public transportation, and employment centers should be located within and in close proximity to the center. This will enhance market connections and access via a wide variety of desirable transportation modes, including public transit, foot, bicycle and car. Further, to foster community connection within the city center, refinements to the system of Downtown green spaces and pedestrian pathways are recommended.

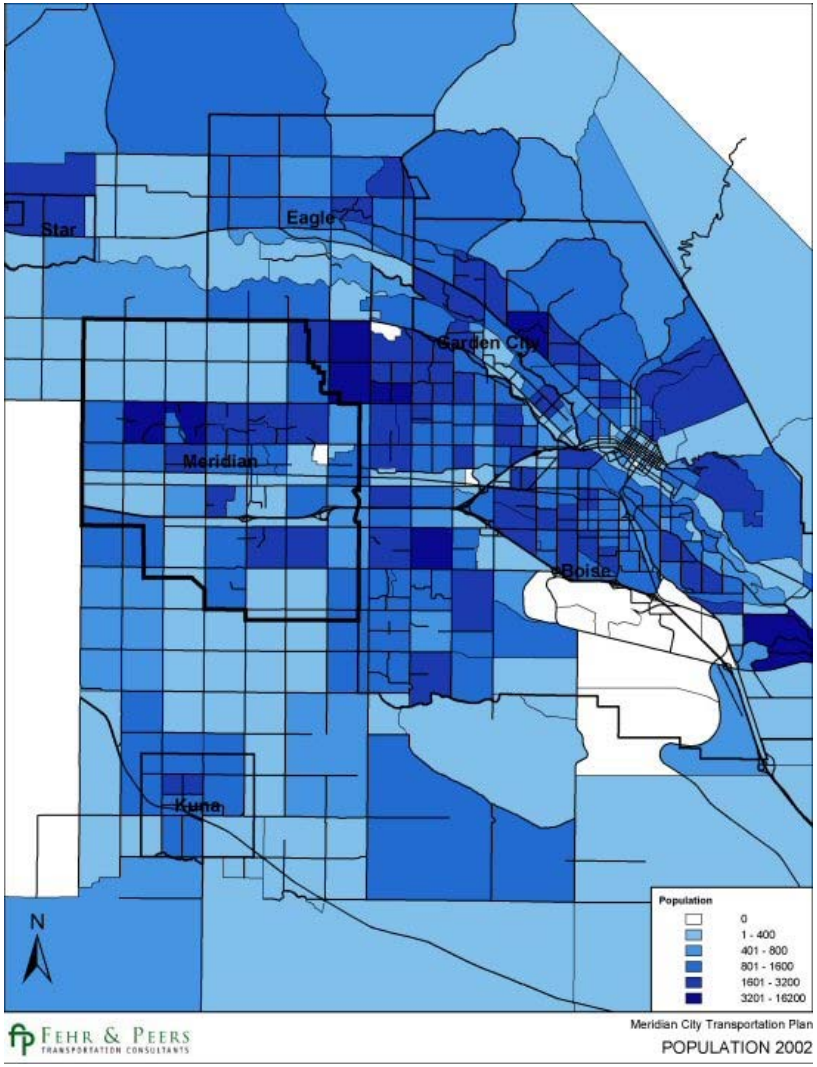
Figure 2.1: Regional Population, 2004



It is essential that the Meridian transportation system reflects the Downtown's role as a pedestrian-priority destination center. While through traffic needs to be accommodated, this must not occur at the expense of a revitalized city center. These two needs, the accommodation of "through" and "to" traffic within the heart of Meridian, are the key challenges of

the TMP. For over a decade, conflicts between these needs have kept the community from moving forward with a transportation system solution. A fundamental goal of the TMP must be to address both needs in a complementary, successful way.

Figure 2.2: Population Growth Forecast, 2002-2030. Darker areas indicate higher population densities. Note the exceptional growth that is expected for Meridian.



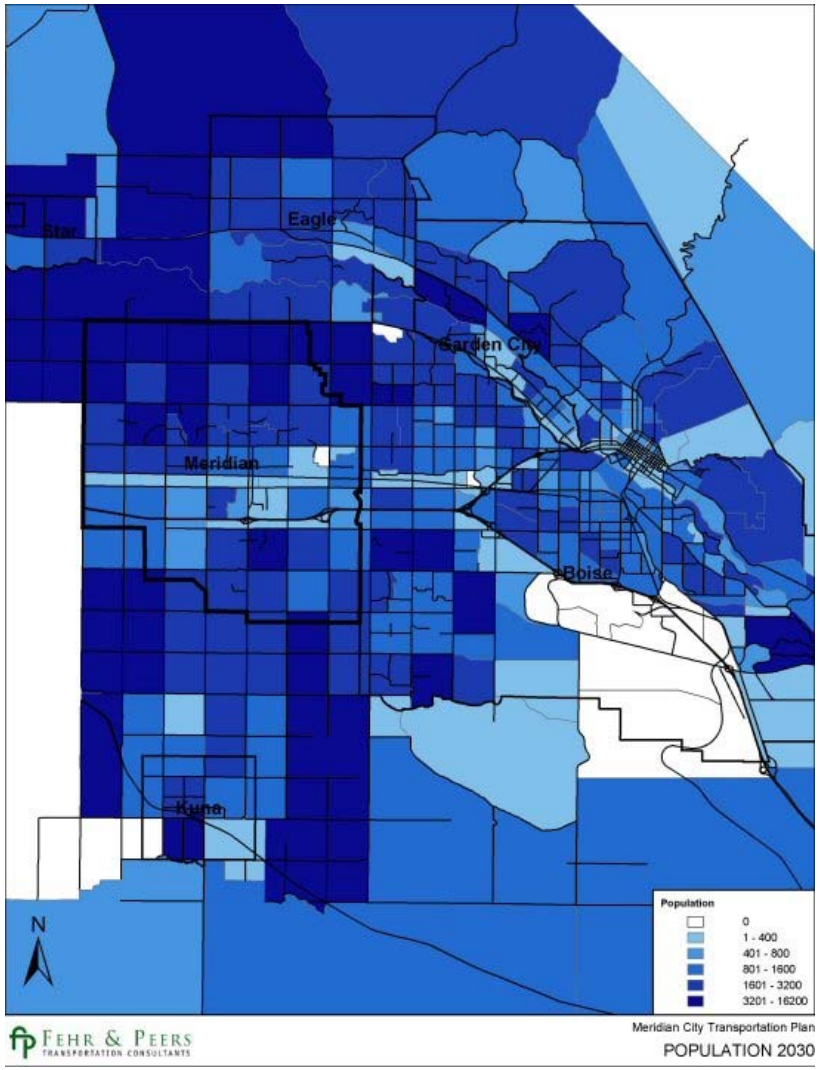
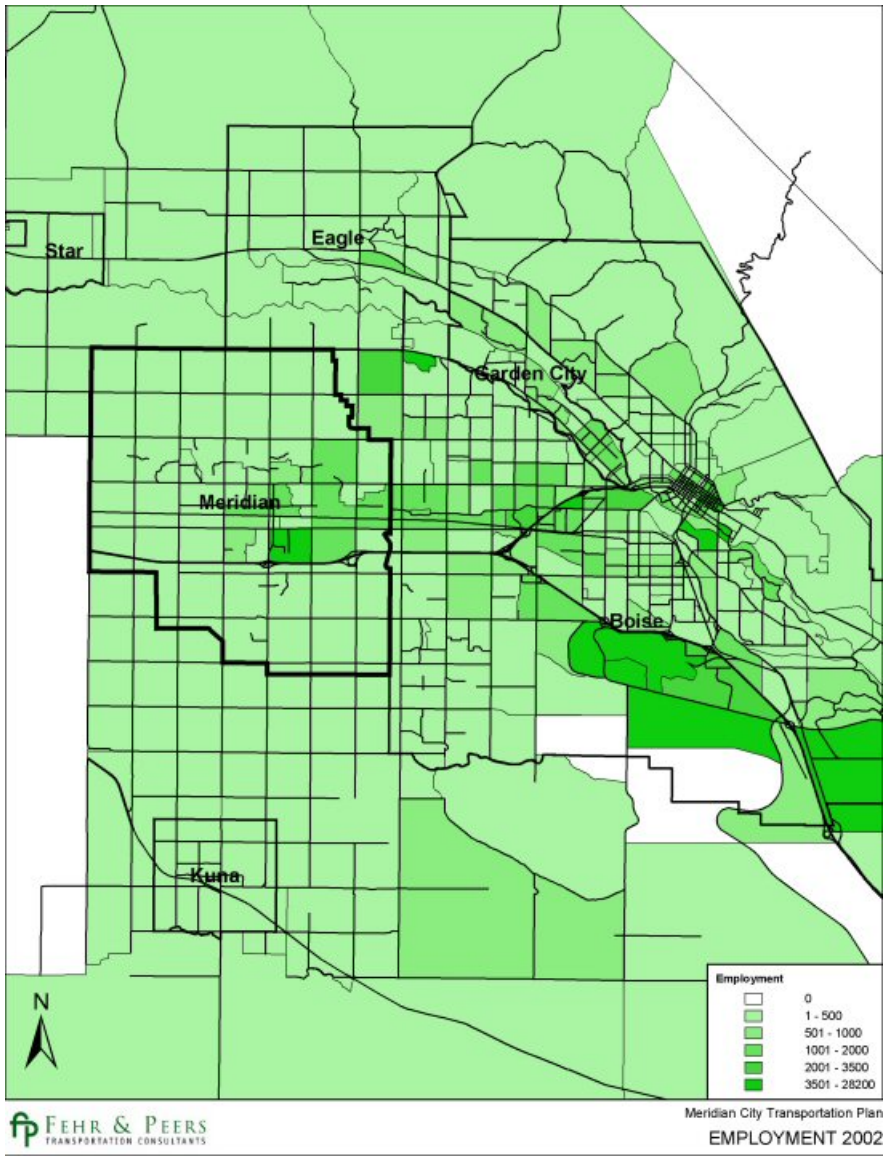
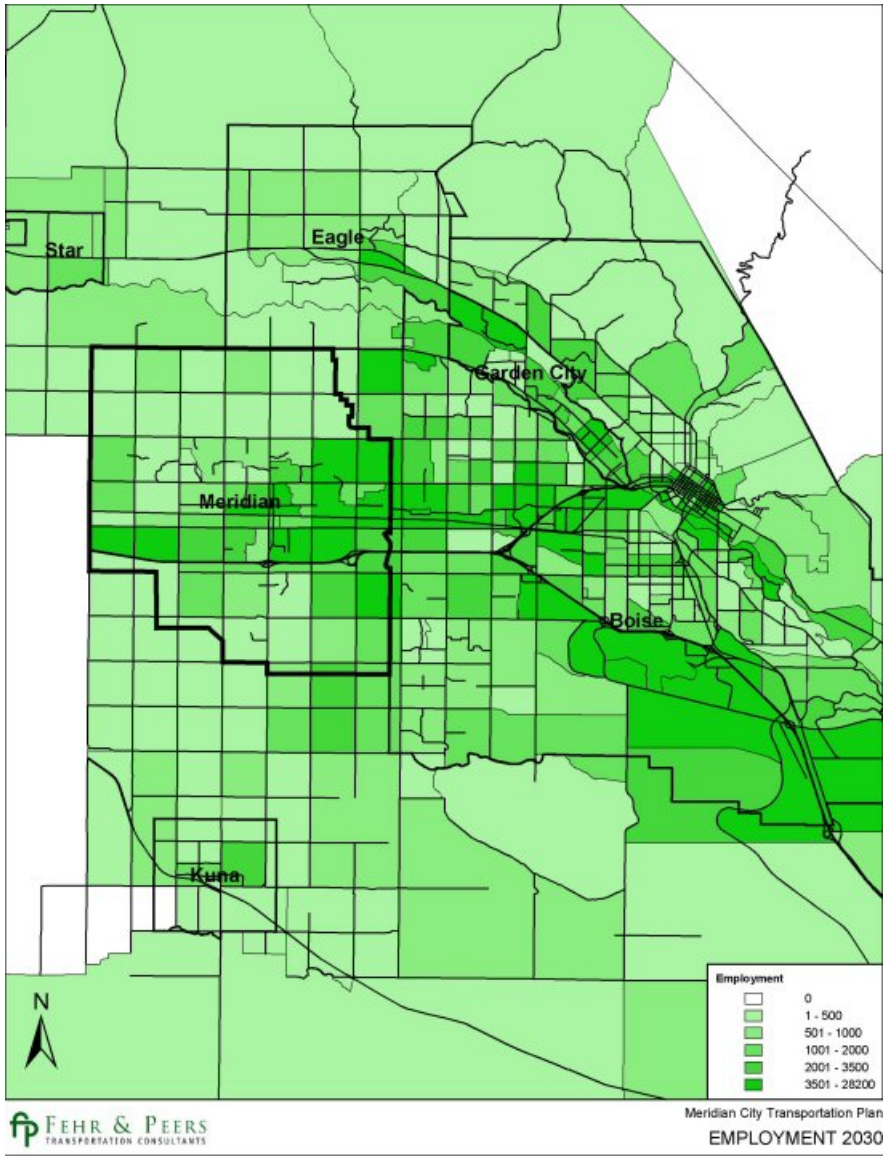


Figure 2.3: Job Growth Forecast, 2002-2030. Darker areas indicate higher population densities. Note the exceptional growth that is expected for Meridian.

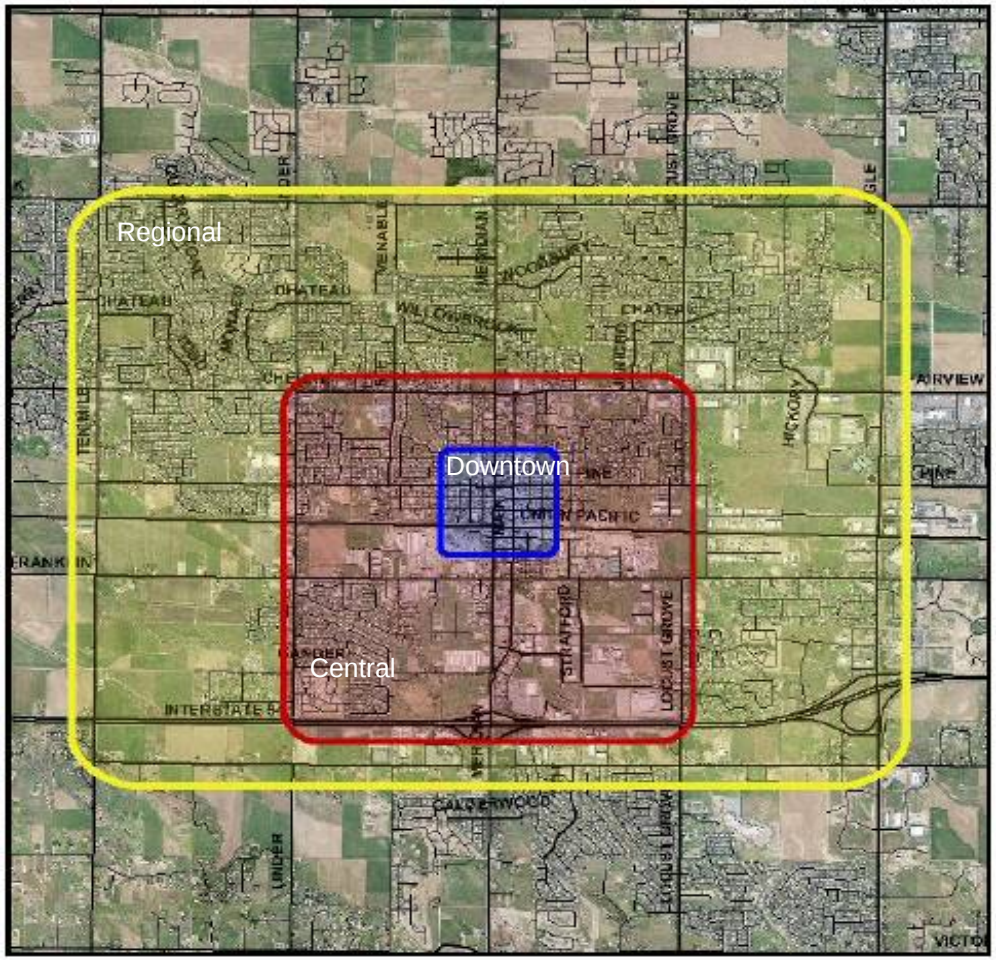




2.2 Transportation Network

Traffic conditions in the Downtown Meridian corridor are among the very worst in Idaho. For over a decade, the community has debated what systematic improvements should be adopted to address this complex challenge. The complexity has stifled consensus while frustration levels have risen dramatically. On one key issue the community appeared to be in solid agreement: something must be done.

Figure 2.4: Meridian Circulation Districts



To appreciate the challenges faced by the Meridian transportation network it is important to understand how the downtown transportation network fits within the context of the larger regional transportation network.

Transportation Circulation Districts

Understanding the general traveler characteristics and boundaries of each transportation circulation district provides the basis for discussing the current transportation network within the study area.

Figure 2.4 depicts three distinct circulation districts developed as a part of the study. These circulation districts include the Downtown, Central Meridian, and Regional Circulation Districts and are discussed in detail below.

The Downtown Circulation District encompasses the general area between Washington Avenue, Ada Avenue, East 4th Street, and West 4th Street.

General traveler characteristics for this circulation district include:

- Travel times are five minutes or less over a distance of ½ mile or less.
- Travelers are more likely to utilize local streets for circulation, accept lower speeds and narrower streets, and place less of an emphasis on travel time.
- Because of shorter travel times and trip lengths, there is a higher propensity to walk and bike with a greater emphasis on the travel "experience." The experience is enhanced through the use of trees, plants, street furniture, bicycle and pedestrian amenities, varied colors and textures, and wide sidewalks with good connectivity.
- Primary trip types are destination related work, shopping, and recreation trips that tend to be more dispersed throughout the day.
- There is a greater emphasis on providing convenient parking accommodations.
- Transit is likely to be more successful due to the mix, density and proximity of surrounding land uses and key destinations.

Because of shorter travel times and trip lengths, travelers within the Downtown Circulation District have a higher propensity to walk and bike with a greater emphasis on the travel "experience." The experience is enhanced through the use of trees, plants, street furniture, bicycle and pedestrian amenities, varied colors and textures, and wide sidewalks with good connectivity.

The Central Meridian Circulation District encompasses the general area between Fairview Avenue/Cherry Lane, I-84, Locust Grove Road, and Linder Road. General traveler characteristics for this circulation district include:

- Travel times range from five to ten minutes over a distance that ranges from one to five miles.
- Travelers are more likely to utilize major and minor arterials and collector roads and work to balance their desire for the shortest/most direct route with the need for the most convenient route. Travelers desire multiple route choices and options.
- Travelers are less likely to walk and there is a greater emphasis on mobility over the trip experience. Bicycle activity is primarily related to work or recreation trips.

- Primary trip types are work, shopping, and school related and tend to be more dispersed throughout the day. There is a higher percentage of "trip linking" (travel from home to school to shopping and then home rather than individual trips to each destination) with more passengers per vehicle.
- Transit usage is primarily related either to travel outside of the circulation district or to/from the Downtown Circulation District and requires increased walking distance to access the transit system. A transit station is planned for a central location in Downtown.

The Regional Circulation District encompasses the general area between Ustick Road, Overland Road, Eagle Road, and Ten Mile Road. General traveler characteristics for this circulation district include:

- Travel times are more than 10 minutes over a distance of more than 5 miles.
- The predominant travel mode is the single occupant vehicle commuting to/from work via arterial and freeway facilities during the peak morning or evening periods. The trip generally consists of one origin and one destination with some "trip linking" (from work to grocery store to home).
- Travelers desire the most direct/convenient route, typically a through route with the fewest signalized intersections, and work to balance their desire for the shortest route with need for the quickest route.
- An important characteristic of travelers in this district is their desire for consistency where they can come to expect the same commute experience every day.
- Transit is likely to be successful in this district if it can remain competitive with automobile commute travel times and with the increased residential densities. Park-n-ride facilities generally accommodate the transit needs of travelers in this district.

The current transportation network accommodates a full range of travel modes including walking, cycling, transit, and motor vehicles.

Boys on bicycle and scooter at Downtown Meridian's Generations Plaza

Bicycle and Pedestrian Network

Within the City of Meridian, some overlap exists between the bicycle and pedestrian networks. Pedestrian circulation within each of the circulation districts is, in general, adequately provided for by the overall sidewalk system. ACHD and the City have recently identified a number of specific improvement needs to this system and are working to address them. In addition, the City's Comprehensive Plan also identifies opportunity for multiple-use paths that accommodate both bicycles and pedestrians through implementation of the Community Planning Association of Southwest Idaho (COMPASS) Ridge-to-Rivers Pathway Plan. One such facility currently connects Tulley Park at Linder Road to Meridian Road.

For bicycles, the Ridge-to-Rivers Pathway Plan identifies several on-street bikeways that include a combination of sidewalks, bicycle lanes, and bicycle routes designated to create a safer environment for all users.

Within the Central Meridian Circulation District, the only current on-street bicycle routes are located on Pine Avenue between Meridian Road and Linder Road and West 8th Street between Pine Avenue and Cherry Lane.

Transit Network

Transit represents an important element in the overall transportation network within the Treasure Valley.

Transit service is currently provided by Valley Regional Transit which oversees multiple services throughout the region. Service to Meridian is limited to inter-county service that operates between Nampa, Meridian and Boise. Route #40 is a peak express service that originates in Nampa and primarily utilizes I-84 to service Boise. The stop for this commuter route in Meridian is at the Gold's Gym Park &

Ride located on the northeast corner of Overland Road and Meridian Road. Route #42 runs every 60 minutes during peak hours and every 3 hours (two round trips) during the midday. The route also originates in Nampa and primarily utilizes I-84. It exits I-84 at Meridian Road, where it travels north, and services Central Valley Corporate Park, Franklin Road and then Eagle Road. It continues south on Eagle Road to Overland Road where it continues east to the Towne Square Mall. From the mall, it continues into downtown Boise via I-184. Valley Regional Transit also has a six year plan to provide additional bus routes in Meridian.

Functioning as a key element of the transit network, Park and Ride lots are intended to serve as convenient pick-up and drop-off sites for commuters who carpool, participate in a vanpool program, or take the bus. Some locations have been specifically designed to include bicycle storage facilities. Meridian is currently served by four park and ride facilities, two of which are located within the Study Area (see map on Page iv). The first is located on Gem Avenue between Main Street and Meridian Road. The second is located on the northeast corner of Overland Road and Meridian Road with access from Overland Road on Country Terrace Court. The remaining two are located along Eagle Road.

http://www.commuteride.com/

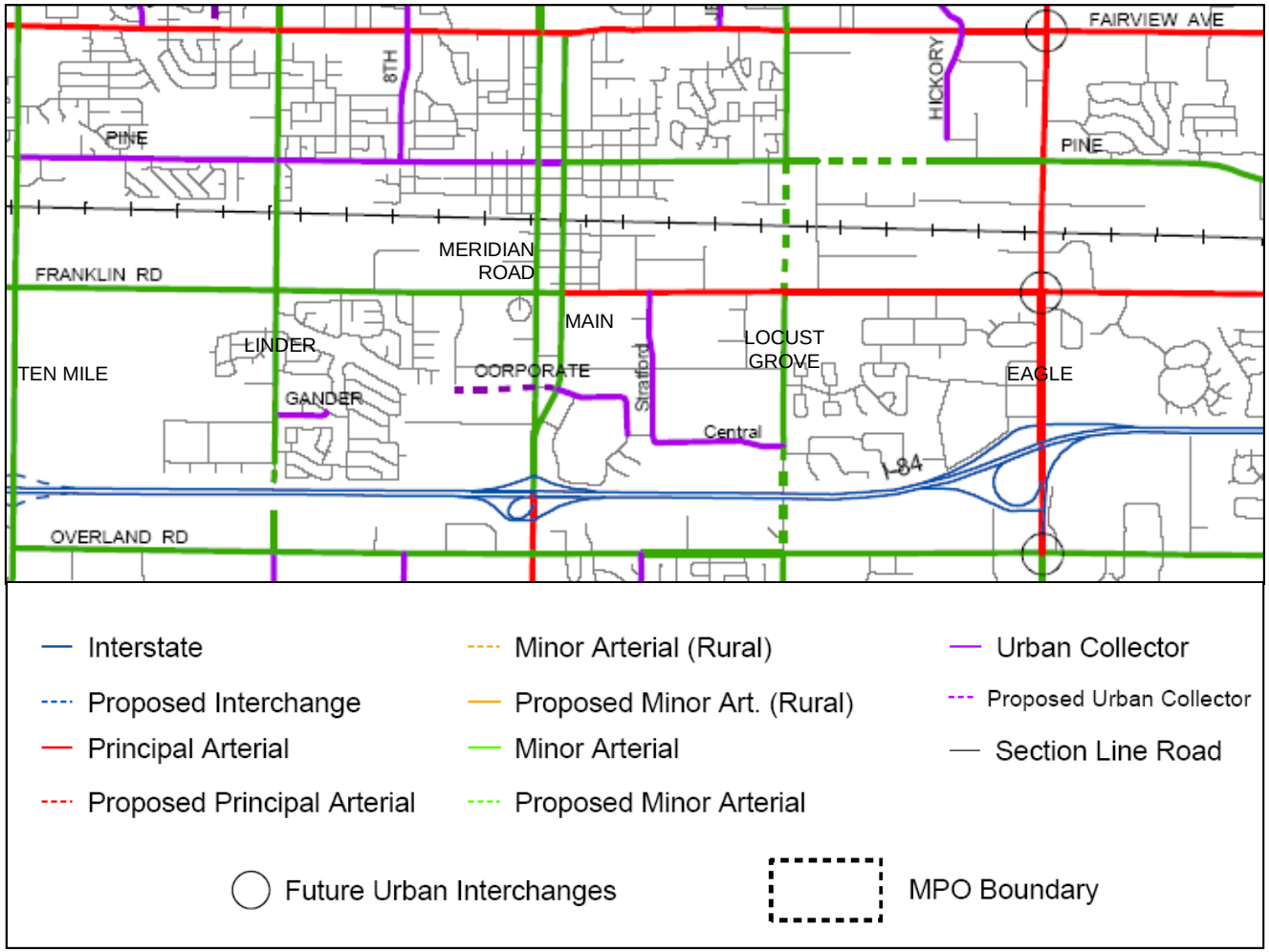
Also related to enhancing transit usage, the ACHD's Commuteride office was established in 1977 with the goal of reducing traffic congestion and improving air quality within the Treasure Valley. It does this by promoting and offering information about (and access to) several forms of alternative transportation, including:

- Ride Matching
- Alternate Work Schedules
- Bicycling and Walking
- Bus
- Carpooling
- Park & Ride
- Treasure Valley Transportation Providers
- Vanpooling
- Telecommuting

Roadway Network

The Meridian roadway network consists of a system of local, collector and arterial roads that seek a balance between travel mobility and land access within each circulation district. Figure 2.5 depicts the primary roadway network considered for the purposes of this study.

Figure 2.5: Primary Road Network Affecting Downtown

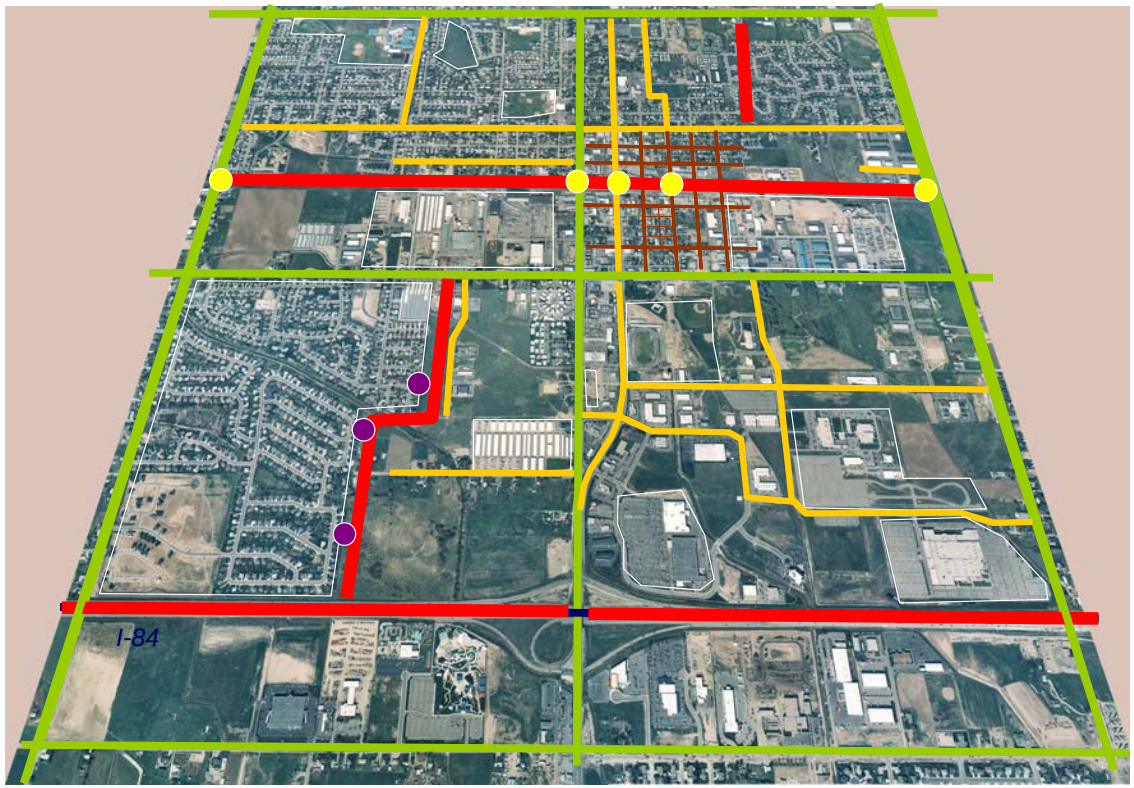


As is the case in most cities, the roadway network has evolved over time to accommodate various land development trends. In its earliest stages, the network consisted of a closely spaced grid of primarily local streets. This can be seen today within the Downtown Circulation District. As regional travel increased, the local street grid was overlaid with a system of collector and arterial streets. Arterial streets were generally spaced at one mile intervals with collectors being spaced at ½ mile intervals (see Figure 2.6). Today, this arterial roadway pattern is evident with the spacing of Fairview Avenue/ Cherry Lane and Franklin Road as well as Locust Grove Road, Meridian Road, and Linder Road.

As suburban residential development occurred, one of its most notable elements was the self-contained curvilinear street pattern evidenced by cul-de-sacs and discontinuous streets. Often these developments spanned large tracts of land and their discontinuous street patterns have introduced constraints into the roadway network. Constraints of this nature are referred to as "area" constraints.

An example of an area constraint within the study area is the development immediately east of Linder Road between I-84 and Franklin Road. As a result of this residential area's layout, it would be exceedingly difficult and costly to create a direct connection between Waltman Lane and Linder Road. This is unfortunate because Waltman could well have been a highly useful east/west collector roadway between Franklin Road and Overland Road. (See Figure 2.7, Waltman Lane dead end. Note the housing area and disjointed road system.)

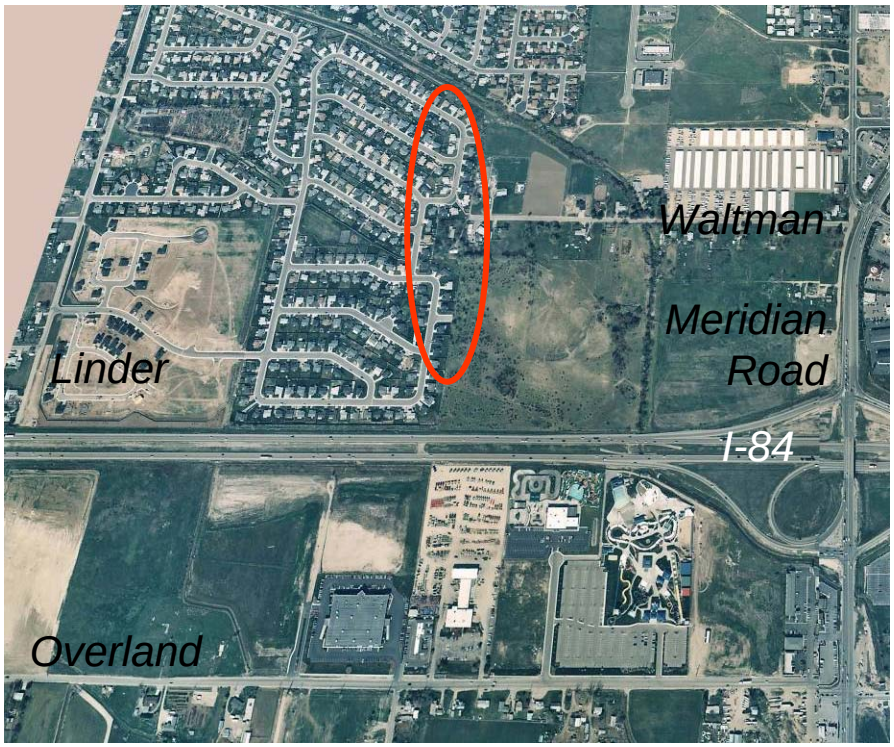
Figure 2.6: Barriers to Improving Through-Traffic Circulation



Other area constraints include schools, parks, cemeteries and large commercial and industrial developments, all of which exist within the study area.

In addition to area constraints, features such as railroad and freeway corridors, rivers, and abrupt elevation differences are considered substantial "linear" constraints. As is the case with area constraints, there are several examples of linear constraints with the study area.

Figure 2.7: Waltman Lane Dead End From the Ground (Above) and Air (Below)



For the roadway network in Meridian, I-84 and the railroad corridor represent significant linear barriers for north/south mobility. In the case of I-84, access points to the interstate within the study area are limited to the interchanges at Meridian Road and Eagle Road. The next nearest interchanges are located at Garrity Boulevard, six miles to the West and Cole Road and Franklin Road, four miles to the east. The only non-interchange crossing of I-84 within the study area is at Ten-Mile Road, which serves as the western boundary for the study area.

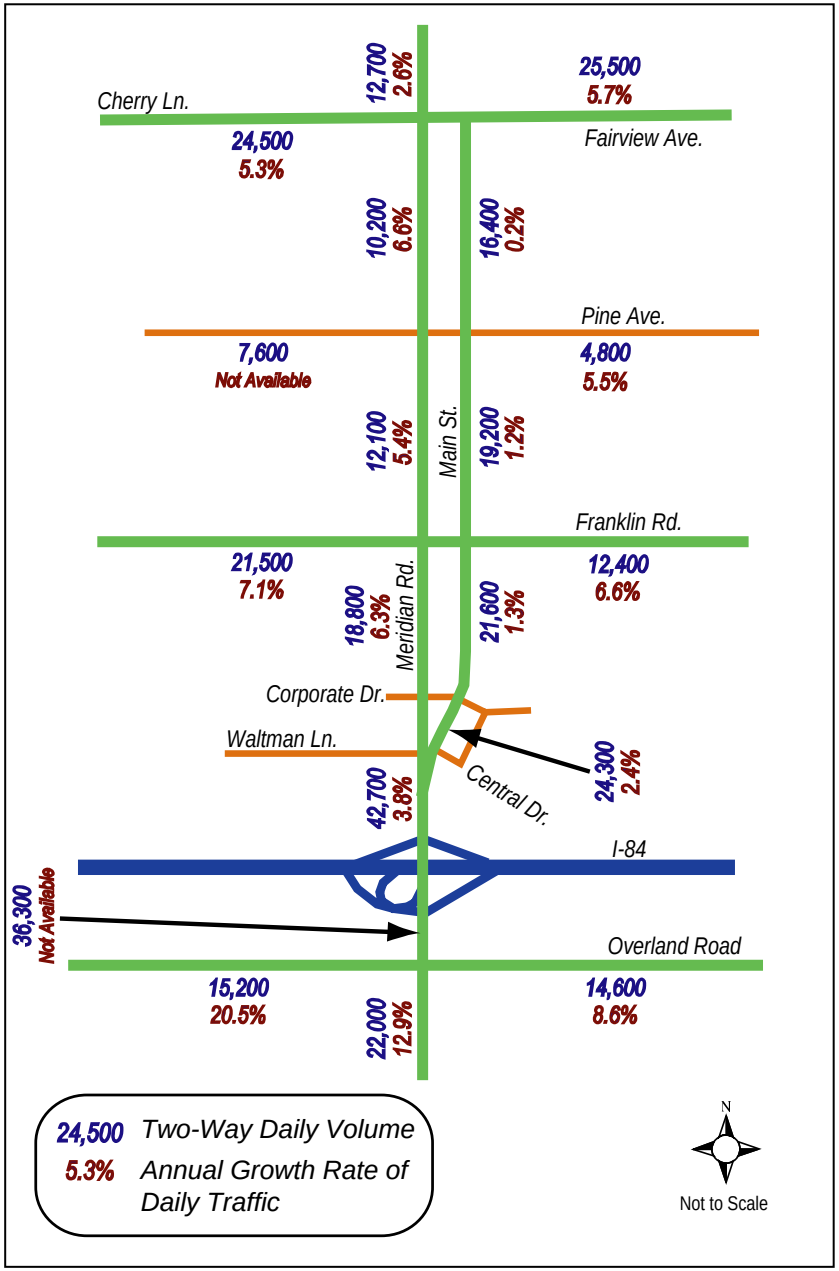
In the case of the railroad, current at-grade crossings within the Central Meridian Circulation District are provided at Linder Road, Meridian Road, Main Street, E. 3rd Street, and Locust Grove Road. The potential to be granted additional at-grade crossings from the railroad is next to impossible due to their strict control of railroad rights-of-way.

For Meridian, the combination of "area" and "linear" constraints has resulted in substantial existing and future limitations on regional and local traffic circulation within the study area. In addition, regional and internal circulation networks clash along the Meridian Road and Main Street corridors within the Central Meridian Circulation District. This is best evidenced in the primary issue of how to accommodate "Through" versus "To" traffic within Downtown Meridian.

This issue is further complicated by the substantial growth that has occurred in regional daily traffic volumes.

A careful review of Meridian's central development layout, odd road network, railroad (with only three crossings permitted in the Downtown core), and I-84, shows how

Figure 2.8: Key Traffic Volumes



these area constraints have fragmented the city center. With these barriers (especially those shown in red in Figure 2.6), options for improving through circulation are extremely limited.

Regional Traffic Growth Trends

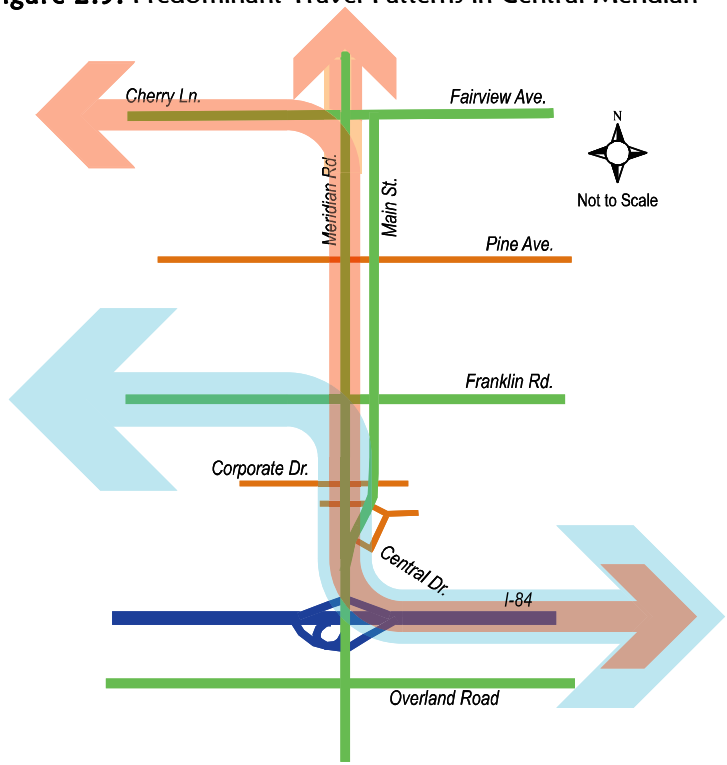
Daily traffic volumes within the study area have grown considerably over the past three to five years. Figure 2.8 summarizes the most recent two-way daily traffic volumes for key roadway segments in the Study Area along with the annual percentage increase in daily two-way traffic volumes.

Daily traffic volumes on the primary roadways within the Central Meridian and Downtown Circulation Districts have grown at an annual rate of approximately 5% (2.6% to 7.1%) with the exception of Main Street. Daily traffic volumes on Main Street through the downtown area have remained relatively constant over the years indicating that this segment has been operating at or near capacity for some time.

The main contributor to this increase in daily traffic volumes is the tremendous amount of development taking place in the regions immediately west and northwest of Downtown Meridian. Since interstate access for these growing areas is limited, travelers to and from these areas are currently presented with very few route choices. The resulting issues become evident when looking at key vehicular travel patterns within the study area.

Vehicular Travel Patterns

Figure 2.9: Predominant Travel Patterns in Central Meridian



Currently, there are three vehicular travel patterns within the study area that are important to note. Understanding these patterns and their overlapping implications is critical to the development of a solution for Downtown Meridian that is sensitive to the various community, transportation and fiscal priorities.

Development pressures in the west and northwest areas of Meridian have been primarily residential in nature while areas to the east of Meridian have continued to serve as the predominant employment base for the region. This trend increases pressure on study area roadways as motorists living in areas to the west and northwest travel to and from their places of employment located in areas east of Meridian. Figure 2.9 depicts the resulting predominant travel patterns within the study area. This pattern is evidenced by significantly high traffic volumes, particularly during the morning and evening peak periods. (See for reference Figure 1 in Appendix 1: Regional Traffic Volumes.) In general, these travelers want to get through the corridor as conveniently and quickly as possible.

Because of the proximity to I-84 and the Meridian interchange, land uses along Meridian Road and Main Street between Franklin Road and I-84 have developed to serve a predominantly auto/interstate oriented market. As such, many of the motorists in this section of the study area never travel into or through Downtown but concentrate in this southern section of the corridor. The result for this area is higher traffic volumes along with the desire for convenient access to the adjacent land uses. As an illustration of this point, the combined total two-way volume on Meridian Road and Main Street between I-84 and Franklin Road ranges from approximately 40,000 to 43,000 vehicles per day. The total drops to between 26,000

and 30,000 vehicles per day on the section between Franklin Road and Fairview Avenue/Cherry Lane.

Main Street south of Franklin Road has been constructed over time as a very wide road that serves high levels of traffic. North of Franklin Road, Main Street immediately transitions to a narrower three-lane roadway. Despite the lower capacity on Main Street through Downtown, a majority of travelers still use the roadway. This is probably because of their ultimate origin/destination and the difficulty of transitioning from Main Street to Meridian Road (primarily in the northbound direction). The result is almost 18,000 vehicles per day on Main Street immediately south of Pine Avenue. This travel pattern is inconsistent with the goals and objectives for Downtown Meridian as an overwhelming proportion of these motorists are "Through" rather than "To" travelers.

When these primary travel patterns are combined with each other, a unique picture of this important transportation corridor unfolds. Based on travel patterns and land uses, the southern sections of Meridian Road and Main Street (south of Franklin Road) have substantially different characteristics than the northern section (Franklin Road to Fairview Road/Cherry Lane).

In effect, the two districts have two distinct personalities, the south that is auto-oriented, a "Through" district; the north that is a pedestrian-oriented community "To" destination.

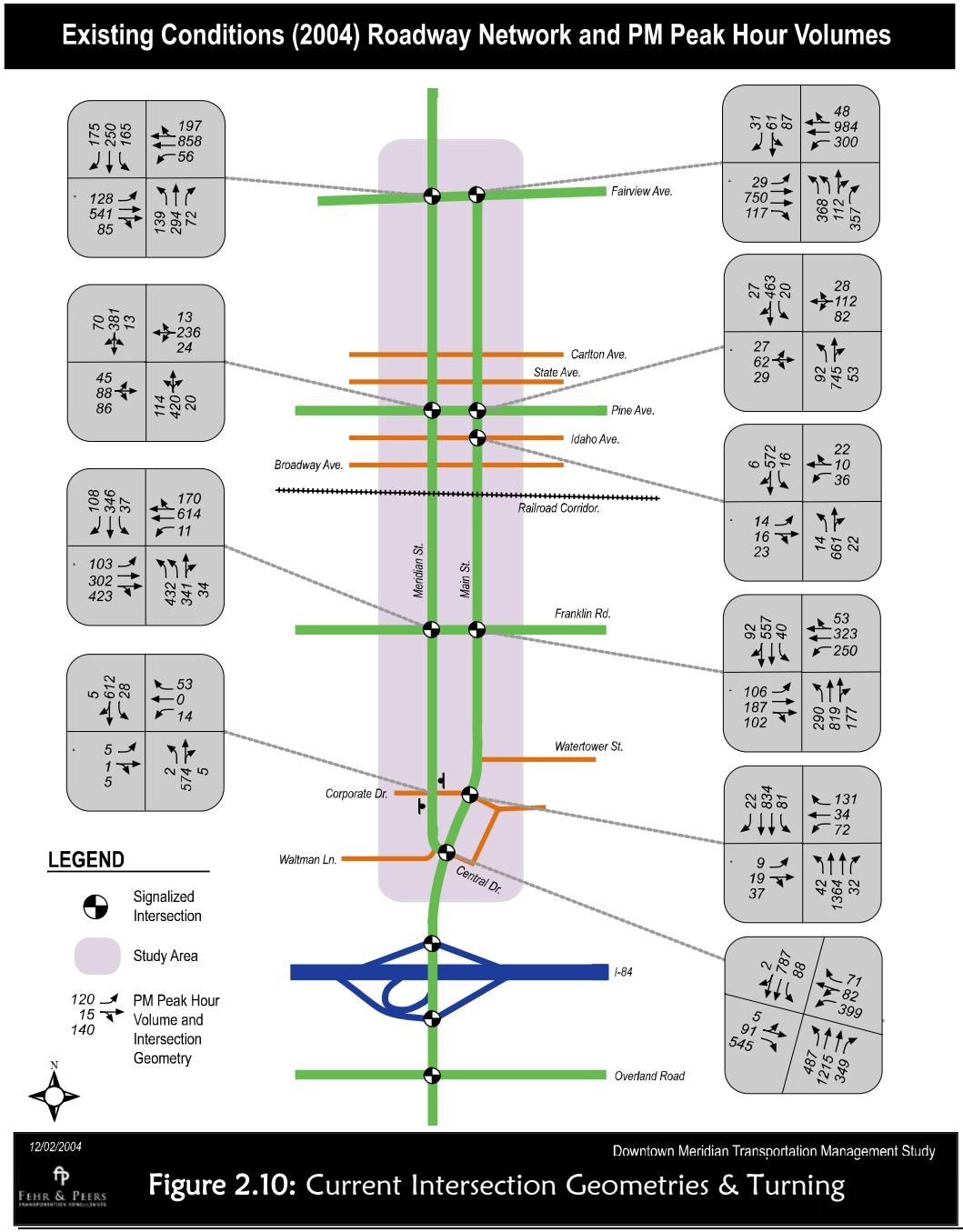
Traffic Operations

To obtain a more detailed perspective on current traffic operations in the corridor, a traffic operations analysis was performed using the SYNCHRO software package. This analysis focused on PM peak hour traffic operations at the signalized intersections between Central Avenue on the south and Fairview Avenue/Cherry Lane to the north. Analysis intersections included:

- Meridian Road/Main Street/Central Drive/Waltman Lane
- Main Street/Corporate Drive
- Main Street/Franklin Road
- Meridian Road/Franklin Road
- Main Street/Idaho Avenue
- Main Street/Pine Avenue
- Meridian Road/Pine Avenue
- Main Street/Fairview Avenue
- Meridian Road/Fairview Avenue/Cherry Lane

Fehr & Peers inventoried the current roadway geometry, intersection geometry, and posted speed limits within the study area. The Ada County Highway District (ACHD) provided existing signal timings and PM peak hour intersection turning movement counts for each of the study intersections. The majority of the counts were conducted in October of 2004. Due to 2004 construction, July 2003 counts were used at the intersections of Meridian Road/Pine Avenue, Main Street/Pine Avenue, Main Street/Idaho Avenue, and Meridian Road/Fairview Avenue/Cherry Lane. Figure 2.10 depicts current intersection geometries and PM peak hour intersection turning movement volumes for each study intersection.

Specifics associated with the software setup and configuration are found in the Traffic Operations Analysis memorandum located in Appendix 2.



Several measures of effectiveness (MOE) were reported as a part of the analysis. The most common MOE for signalized intersections is Level of Service (LOS).

LOS describes the operating performance of an intersection in terms of the amount of time motorists are delayed, on average, at an intersection due to traffic volumes and signal timing. The average delay per motorist is represented by a scale that ranges from "A" to "F", with LOS "A" representing the best performance and LOS "F" the worst. Table 2.1 provides a more thorough description of each LOS.

Table 2.2 presents current LOS and average intersection delay for each intersection. Additional MOE's were reported as a part of the analysis and are included in Appendix 2.

The poorest operating conditions currently occur at the Meridian Road/Main Street/Central Drive/Waltman Lane intersection with 53 seconds of delay per vehicle on average during the PM peak hour. Other intersections performing at LOS "D" during the PM peak hour include the Meridian Road/Franklin Road intersection and Meridian Road/Fairview Avenue/Cherry Lane intersection.

Table 2.1: Level of Service Definitions

Table 1 Level of Service (LOS) Descriptions		
Level of Service	**Description of Traffic Conditions**	**Average Delay (seconds/ vehicle)**
SIGNALIZED INTERSECTIONS[1]		
A	Extremely favorable progression and a very low level of control delay. Individual users are virtually unaffected by others in the traffic stream.	0 ≤ 10.0
B	Good progression and a low level of control delay. The presence of other users in the traffic stream becomes noticeable.	> 10.0 and ≤ 20.0
C	Fair progression and a moderate level of control delay. The operation of individual users becomes somewhat affected by interactions with others in the traffic stream.	>20.0 and ≤ 35.0
D	Marginal progression with relatively high levels of control delay. Operating conditions are noticeably more constrained.	> 35.0 and ≤ 55.0
E	Poor progression with unacceptably high levels of control delay. Operating conditions are at or near capacity.	> 55.0 and ≤ 80.0
F	Unacceptable progression with forced or breakdown operating conditions.	> 80.0

[1] Fehr & Peers Descriptions, based on *Highway Capacity Manual, 2000 Methodology* (Transportation Research Board, 2000).

Table 2.2: Levels of Service at Key Intersections

Table 2 Current PM Peak Hour Level of Service (LOS) and Delay	
Intersection	**Current LOS / Average Delay (seconds/vehicle)**
Meridian Road/ Main Street/ Central Drive/ Waltman Lane	D / 53.1
Main Street/Corporate Drive	B / 13.0
Main Street/Franklin Road	C / 33.3
Meridian Road/Franklin Road	D / 35.8
Main Street/Idaho Avenue	A / 8.6
Main Street/Pine Avenue	C / 28.9
Meridian Road/Pine Avenue	A / 9.8
Main Street/Fairview Avenue	C / 34.9
Meridian Road/Fairview Avenue/ Cherry Lane	D / 39.1

* The delay reported represents the overall intersection delay (seconds/vehicle).

Traffic System Scheduled Improvements

"Planning Team":
The staff of The Hudson Company and Fehr & Peers.

It is important in the planning process to understand what transportation system improvements are currently planned and programmed. These improvements will substantially affect regional travel patterns. The Planning Team (see text box at left) met with ACHD staff to define what improvements should be treated as "givens" in the relatively near future. In addition to the improvements currently programmed, the following is a list of key transportation network assumptions (projects that are planned and expected to be implemented):

- Construction of the Ten Mile interchange
- Construction of the Locust Grove/I-84 overpass
- Construction of the Linder Road/I-84 overpass
- Extension of West Corporate Drive to 5th Avenue

All planning in the TMP assumes these improvements will be completed. Perhaps the most critically important of these is the 10-Mile Interchange. Its presence will relieve substantial circulation pressure from Meridian Road. This improvement, however, will not be adequate by itself to meet Downtown traffic circulation improvement goals.

Section 3
Transportation Management & Community Development Priorities

"Steering Team":
An advisory team of citizens and specialists appointed by City Council, including:

- Anna Canning, City of Meridian
- Steve Siddoway, City of Meridian
- Terry Smith, Meridian Citizen; Member, Meridian Transportation Taskforce; Chamber of Commerce
- Linda Rupe, Meridian Citizen; Member, Meridian Development Corporation Board
- Dave Zaremba, Meridian Citizen; Member Meridian Planning & Zoning Commission; Member, Meridian Transportation Taskforce
- Terry Little, Ada County Highway District
- Bruce Mills, Ada County Highway District
- Charles Trainor, COMPASS
- Kelli Fairless, Valley Regional Transit
- Sue Sullivan, Idaho Transportation Department
- Captain John Overton, Meridian Police Department; Chair, Meridian Traffic Safety Commission

3.1 Introduction

There is one transportation improvement priority in Meridian that has practically unanimous support: the current system must be changed. Throughout the planning process for the TMP, citizens expressed this need emphatically. For nearly a decade, however, the community has debated what system improvements would be appropriate. The debate has been heavy and often emotional. All parties also appear to agree on one other issue: regardless of what systematic change is adopted, some people will be unhappy.

Previous transportation improvement planning for Downtown Meridian resulted in a plan that did not get implemented. This 1997 document (and process) did not result in a strong enough consensus among community leaders to adopt recommended actions. Consequently, in initiating the TMP process the current City administration emphasized the following:

- Planning must include public participation in setting, evaluating and refining development priorities
- A Steering Team composed of citizens and specialists from a range of backgrounds and perspectives must be established to guide planning
- A clear and objective set of priorities must be established to evaluate transportation alternatives and to justify ultimate TMP recommendations

These principles were enthusiastically embraced by the Planning Team. Substantial and creative forms of publicity drew sizeable public participation throughout the process. The Steering Team (see text box at left) became an outstanding guide for creating and testing a wide range of transportation alternatives. This Team included people who came to the process with very different opinions from each other. These diverse backgrounds were exceptionally helpful in building real insight about alternatives, impacts and means to test them. Ultimately, the Steering Team became unanimous in its support for a single preferred alternative. The Steering Team and planning consultants strongly emphasized objective evaluation and through this rigorous evaluation came to a unanimous recommendation.

3.2 Transportation System Evaluation Methods

Downtown Meridian circulation alternatives need to be evaluated in a systematic, objective and consistent manner to guide stakeholders in decision-making. The Steering Team and consultants used a highly respected evaluation method to address this need: Multi-criteria Evaluation (MCE).

"Use of the Multi-criteria Evaluation (MCE) system was fundamental to the success of the transportation planning process."

This method uses explicit goals and priorities as criteria to measure the relative merits of candidate alternatives. For Downtown Meridian, goals and priorities were established by three means. First, relevant City and ACHD goals were identified in existing programming documents (e.g., Comprehensive Plan). Second, the project Steering Team collaborated to identify other project goals that should be considered and to weight the goals according to their relative priority. Generally, the Team organized goals into three categories: Community Priorities, Transportation Priorities, and Fiscal Priorities. Third, the weighted list of goals was presented to City and ACHD leaders for refinement; no changes were proposed. This was done and the criteria were used very systematically throughout the planning process. Use

of the Multi-criteria Evaluation system was fundamental to the success of the transportation planning process.

The approved evaluation criteria and their relative weighting[1], presented below, are discussed in more detail in Sections 3.3-3.5.

Transportation Impacts	Weight
➢ Minimizes congestion by providing for reasonable traffic flow and capacity	11
➢ Preserves opportunities for longer-term community development goals	6
➢ Appropriately distributes regional traffic while accommodating local traffic	6
➢ Promotes a safe pedestrian friendly environment	6
➢ Integrates adequately with the regional transportation network	3
➢ Provides connections and signage to enhance circulation in all directions	3
➢ Accommodates multi-modal (multiple modes of) transportation	3
Community Impacts	
➢ Compatible with community vision and probable land uses	7
➢ Encourages strategic development of downtown as the heart of Meridian	7
➢ Provides high potential for public acceptance and use	7
➢ Compatible with Downtown as a pedestrian-oriented community center	5

[1] Steering Team members were asked to distribute 100 points among the 22 criteria. The more important any one criterion, the more points it should receive. Scoring from each of the members was then totaled and averaged. This democratically derived final (average) score reflects the combined insights of people with a variety of backgrounds and specialty knowledge.

➢ Accommodates parking and commercial deliveries	5
➢ Fosters multi-modal lifestyles	3
➢ Allows for emergency vehicle access and routing	3
➢ Minimizes impacts to historic structures	3
➢ Fosters environmental quality	2
Fiscal Impacts	Weight
➢ Compatible with reasonable maintenance costs	9
➢ Provides for Phased Implementation	6
➢ Compatible with reasonable construction costs	5

The Steering Team and consultants used these criteria to evaluate preliminary circulation alternatives identified early in the planning process. In the first phase of Team evaluation, fourteen candidates were reduced to six. In the second phase, the six were reduced to three. For this report, consultants prepared more detailed measurements and analysis to refine comparison of the finalists. These measurements are noted in the three MCE Tables 1, 2, and 3.

How Multi-criteria Evaluation Works

In the real world, choices are complicated by the presence of multiple and diverse goals. Multi-criteria Evaluation is an analytic system that helps decision-makers compare alternatives using a range of typically incomparable criteria (e.g., cost, square feet, number of people, time, etc.)

The first step in this process is to identify goals, or 'criteria', to be used in the evaluation. The priorities listed in the previous section are such criteria.

The second step is to determine means to measure performance of each alternative against each criterion. There are many ways to measure performance. The ideal is to provide an exact measure of performance. However, this often is not possible because goals can be complex or measurable in a variety of ways. Sometimes decision-makers are well served with measures as simple as 'yes-no.' Often, more detailed measures can provide a greater depth of insight (e.g., square feet, total dollars). For the Downtown Meridian project, a mix of such measures has been used.

Each measure needs to be expressed in quantitative terms. Even with Yes-No situations, 'Yes' becomes a one and 'No' becomes a zero. Partial fulfillment in such situations can be stated as a fraction between zero and one.

In the third step, the value of Multi-criteria Evaluation (MCE) becomes most clear. Ordinarily, such things as dollars cannot be compared to square feet. With MCE, performance measures for all alternatives are totaled for each criterion. An average is then calculated. Individual measures for each alternative are compared to the average in terms of its variance from the average. This is called "normalizing the score." At this stage, measures from diverse criteria are now in a comparable form.

In the fourth step, normalized scores are multiplied by a weighting factor that expresses their relative importance. Again, this reflects the real world where different goals (criteria) have varying levels of importance. In MCE, to obtain these weights, one hundred points are distributed among the criteria. The higher the importance of a criterion, the more points it gets (see Footnote 1, Page 26). The individual weighted and normalized measures are totaled for each alternative to derive a comparable performance score. Generally, the higher the score, the better an alternative addresses the collective criteria.

3.3 Transportation Priorities

The intent and means of measurement for the seven transportation priorities are:

1. Integrates adequately with the regional transportation network

An objective of any alternative would be to provide or maintain a transportation network that not only serves the local needs of the study area, but also fits well within the context of the regional roadway network. Alternatives were judged subjectively on whether they met this priority in full, partially, or not at all.

2. Minimizes congestion by providing for reasonable traffic flow and capacity

Any alternative must provide for reasonable traffic flow and capacity. The degree to which this is accomplished was determined based on two primary measurements; Average Major Intersection Delay and Total Corridor Delay.

Average Major Intersection Delay represents the total time delay experienced per vehicles, on average, as they travel through the major signalized intersections within the study area during the PM peak hour. It is measured in units of seconds per vehicle. Major intersections within the study area included:

- Meridian Road/ Main Street/ Central Drive/ Waltman Lane
- Main Street/Franklin Road
- Meridian Road/Franklin Road
- Main Street/Fairview Avenue
- Meridian Road/Fairview Avenue/ Cherry Lane
- Meridian Road/Pine Avenue
- Main Street/Pine Avenue
- Main Street/Idaho Avenue

Total Corridor Delay represents the total time delay experienced by vehicles on Main Street and Meridian Road, on average, as they travel through each of the signalized intersections within the corridor during the PM peak hour. It is measured in units of hours.

Although several measures can be used to assess traffic flow and capacity, these measures were chosen based on their ability to provide quantitative results for both intersection and corridor operations. These measures are calculated using the SYNCHRO analysis software and are further described in the TMP - Traffic Operations Analysis memorandum located in Appendix 2.

3. Preserves Opportunities for Longer-Term Community Development Goals

As a transportation element, this priority refers to the need to ensure that the transportation system is consistent with land use intentions. As emphasized throughout the TMP, there are two major land use segments in central Meridian. On the north end is Downtown, a pedestrian-oriented community destination. The circulation system must support this land use. In this area, residential, office, government and pedestrian-oriented retail activities require access, low vehicular speeds, pedestrian-priority roadways (e.g., crosswalks that absolutely require vehicles to stop when they are occupied by pedestrians), east-west circulation, and appropriate streetscape amenities for walking).

On the south end (from Franklin south to the freeway), land use will be primarily commercial with a need for convenient auto and commercial vehicle access and egress. Major intersections and east-west arterials must be designed to support appropriate commercial development.

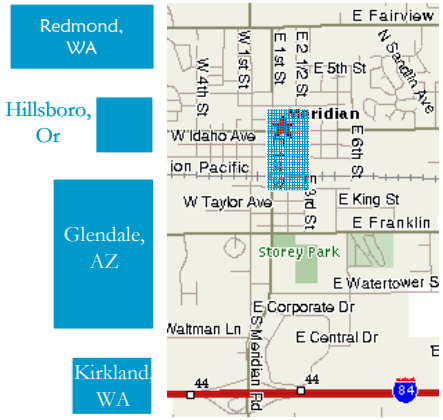
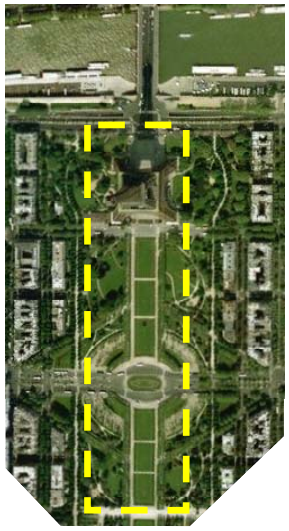


Figure 3.1: Comparison of Downtown Meridian's Size to Other Places. Blue boxes above are the approximate size of the noted towns relative to Downtown Meridian on the map. The yellow dotted line at left is Downtown Meridian's size compared to the grounds of the Eiffel Tower.



Alternatives were judged subjectively on whether they met this priority in full, partially, or not at all.

4. *Appropriately Distributes Regional Traffic while Accommodating Local Traffic*

   This priority focused on how well an alternative provided mobility for "Through" traffic while maintaining access and circulation for "To" traffic. The priority considered the entire corridor. Alternatives were judged subjectively on whether they met this priority in full, partially, or not at all.

5. *Promotes a safe pedestrian friendly environment*

   The focus for this priority was on the pedestrian experience while crossing or being adjacent to the street. This priority considered only the Downtown Area of both Main Street and Meridian Road. Alternatives were judged subjectively on whether they met this priority in full, partially, or not at all.

6. *Provides connections and signage to enhance circulation in all directions*

   This priority emphasized the importance of signage as a means of enhancing circulation with any alternative. Alternatives were judged subjectively on whether they met this priority in full, partially, or not at all.

7. *Accommodates multi-modal (multiple modes of) transportation*

   As multi-modal activities, primarily transit, increase throughout the corridor, it will be important for any alternative to reasonably accommodate these modes. This priority assessed whether an alternative was physically able to accommodate multi-modal transportation elements. Once again, alternatives were judged subjectively on whether they met this priority in full, partially, or not at all.

3.4 Community Priorities

The intent and means of measurement for the nine community priorities are:

1. Compatible with community vision and probable land uses

The Downtown area of Central Meridian is not one single-use district. It is composed of a number of distinct subdistricts whose activities will vary substantially per the community vision. Strategically, these subdistricts need to be organized so as to make land uses complementary and synergistic in serving target markets. The Downtown Marketing Strategy identifies six subdistricts that, for purposes of the strategy, require special development and regulatory treatment. They are:

- Downtown District (Medium Density) (Meridian Road to 3rd Street - Railroad line to Washington Avenue). This district is the effective pedestrian-oriented commercial core of Meridian. Covering about 21 blocks, its total area is relatively small when compared to other similar cities studied to guide the Downtown Meridian Marketing Strategy project. (See Figure 3.1 for a comparison to other downtown sizes. Note that Downtown Meridian is somewhat smaller than the grounds of the Eiffel Tower.). The Downtown Marketing Strategy calls for focused development and promotion of this district as the City Center. Priority land uses outside the Historic Heart and Transit Village (next category, below), will be specialty retail, retail services, professional services, government, and medium-high density residential.
- Historic Heart (Medium Density) (Meridian Road to 3rd Street - Railroad to State Avenue). This district, wholly within the Downtown District, is the original downtown and contains most of the commercial historic fabric of the

What is Smart Growth?

Smart growth focuses on the patterns in which we build our communities. It encourages the development of walkable compact neighborhoods located in proximity to commercial services, schools, protected green space and recreational opportunities, public transportation, and employment centers so that trips can be conveniently made by a variety of means including public transit, foot, bicycle and car.

Growth is "smart" when it uses land efficiently and respects its natural values, provides a variety of housing and transportation choices, and focuses on building communities for people. It accommodates growth in ways that maintain and increase the social, economic, and environmental well-being of our communities by encouraging new development that results in more housing, transportation, and employment opportunities and choices for all.

Principles of Smart Growth

Create Range of Housing Opportunities and Choices
Create Walkable Neighborhoods
Encourage Community and Stakeholder Collaboration
Foster Distinctive, Attractive Communities with a Strong Sense of Place
Make Development Decisions Predictable, Fair and Cost Effective
Mix Land Uses
Preserve Open Space, Farmland, Natural Beauty and Critical Environmental Areas
Provide a Variety of Transportation Choices
Strengthen and Direct Development Towards Existing Communities
Take Advantage of Compact Building Design

center. Its primary uses will be social retail, arts, culture, professional services (second floor), community services (e.g., nonprofit corporations), and medium density residential.

- Transit Village (High Density) (Meridian Road to Baltic Place - Bower Avenue to Broadway Avenue). This district will focus on opportunities related to its position along the future transit line planned for the railroad corridor. The Transit Village will develop as a business and cultural hub to the entire Treasure Valley. Government, professional services, higher education, high density residential, and retail linked to these uses will be emphasized. This area will be a major regional destination. Park-and-ride land use will be discouraged. Public transit stops for local buses will be designed into the district to strengthen its centrality as a regional hub.
- Residential Neighborhoods (Low-medium Density) (4th Street West to Meridian Road – Broadway to Cherry Lane; 3rd Street East to extension of Baltic Place; Meridian Road to 3rd Street East – Franklin Road to Bower Avenue). Most housing surrounding Downtown is single-family detached. While such low density is acceptable, medium density (e.g., townhouses and condominiums) are preferred, in keeping with Smart Growth principles. Medium densities will provide more markets for Downtown's high amenity goods and services, employees for city center businesses, and higher levels of use of the transit hub.
- Commercial / Industrial (Medium Density) (4th Street West to Meridian Road - Franklin to Railroad line; 3rd Street East to Baltic Place - Franklin to Railroad line). These areas appear to be serving well as economic generators. It will be some time before city center development begins to conflict with the commercial and industrial activities resident here. For now, it is appropriate to leave land use alone here. However, property owners should be advised that redevelopment may be desirable and zoned appropriately in the next

five to fifteen years. Meanwhile, it may be helpful to allow for special use permitting to enable property owners to modify land uses in keeping with Downtown District (or Transit Village District) priorities.

- System of Downtown Districts. The five districts above are highly complementary and can serve well as an integrated urban center system. Even the Commercial/Industrial district acts as a ready inventory of land to support future growth. Over the next ten to twenty years, the economy make take any number of turns that may lead this district to develop in a variety of useful ways.
- South End Commercial District (Medium Density) (I-84 Freeway to Franklin – Muscovy Avenue [approximately] to Stratford Drive). This district is currently developed as a mix of auto-oriented commercial, retail and office. The trend here has been toward strip development, with corresponding weaknesses (e.g., excessive curb cuts, multiple entries, islands of development inaccessible by foot, and heavy congestion). The district is the de facto gateway to the city center. Ideally, future development should be more in keeping with an urban center rather than regional strip. Development guidelines should encourage medium densities (including building heights allowing for four stories or higher), nodal or focused subdistricts (i.e., destinations), zero setbacks along major arterials with parking behind and preferably in the middle of the typically large blocks.

To better appreciate this development system, take a Virtual Tour of the future Downtown Meridian via the Meridian Development Corporation's website (**http://www.meridiandevelopmentcorp.com/internal/support/presentations/5-MMS-Future-Look.ppt**). The tour provides a vision for each of the subdistricts in terms of recommended integrated uses, densities, pedestrian environment and other dimensions recommended for each city center district in the Marketing Strategy. Photographs

from real, successful communities were included to reflect the character recommended here. Alternatives were judged subjectively on whether they met this priority in full, partially, or not at all.

2. *Encourages strategic development of Downtown as the heart of Meridian*

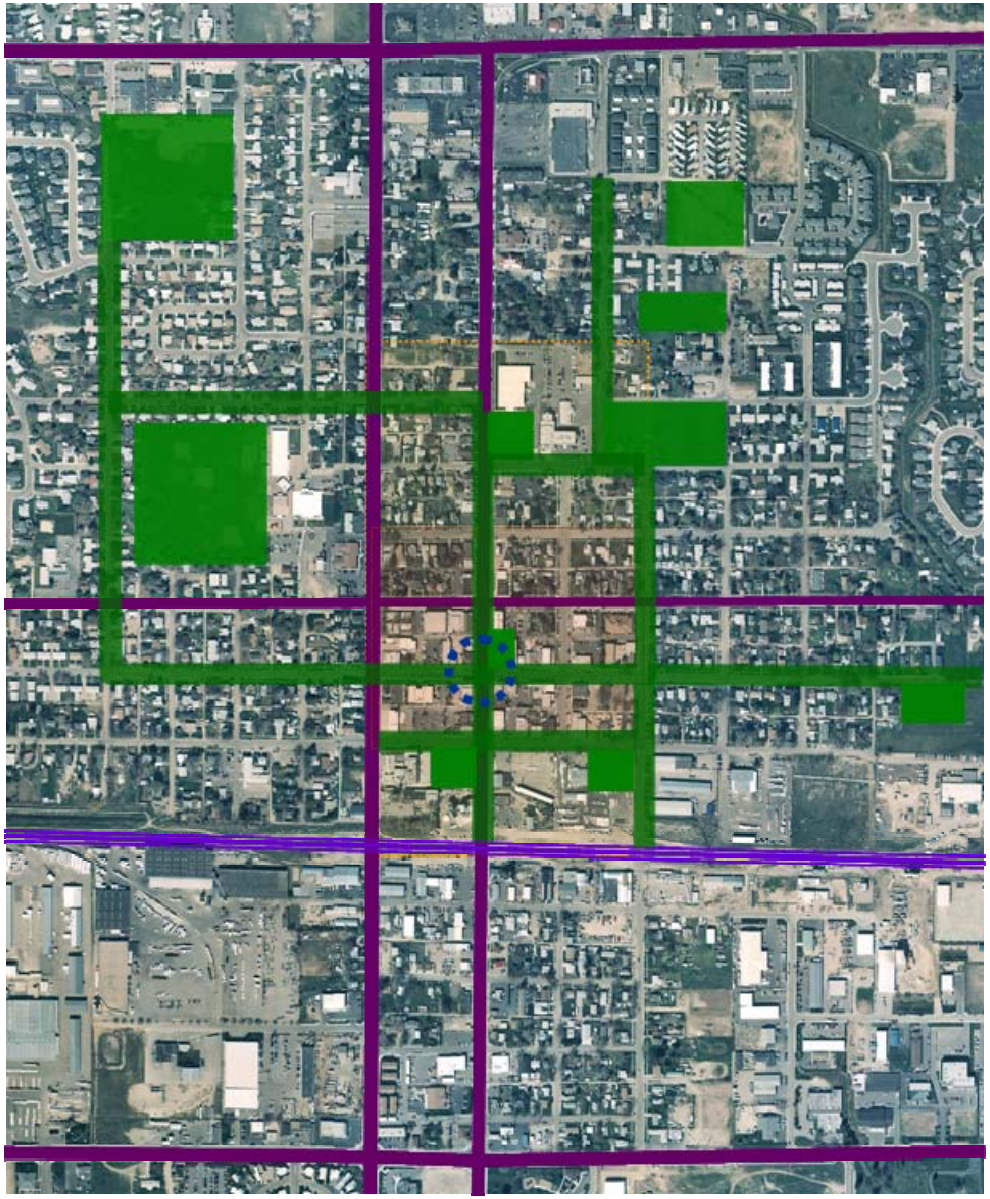
This criterion emphasizes sense of place, especially as a social gathering center for the community. To satisfy it, transportation alternatives must complement the development goals discussed in the TMP and the Downtown Marketing Strategy. Social retail, office, government, and residential uses are targeted. Access, sense of place, multi-modal support, pedestrian safety and internal circulation are key priorities that should be addressed. Alternatives were judged subjectively on whether they met this priority in full, partially, or not at all.

3. *Compatible with Downtown as a pedestrian-oriented community center*

There are two essential priorities for the future vitality of Downtown Meridian: 1) that the downtown environment be one that people would find as a Great Place to Be, and 2) that the infrastructure is designed to encourage people to go "To" rather than "Through" the downtown district. Developing Downtown with a true sense of place establishes the "Great Place to Be." Desirable characteristics for Meridian's city center should be that it is family oriented, attractive, accessible, livable, convenient, active, and fun. Toward these ends, design that emphasizes Discovery is strongly encouraged. Such an orientation would incorporate the arts, heritage interpretation, playful amenities (like pocket parks with intriguing children's playground equipment), science (e.g., facilities that respond to the weather – sculptures that move with the wind, respond to rain, or tap the sun), and places that encourage human connection (e.g., checkerboards embedded in tabletops at public parks).

"With increased volumes of vehicles has come a decrease in revenue for many Downtown businesses."

Figure 3.2: Potential System of Open Spaces and Pathways in Downtown Meridian



The need for creative solutions to the traffic management issues has evolved as a top priority. Through traffic has become so heavy that it has severely impacted the pedestrian environment. With increased volumes of vehicles has come a decrease in revenue for many Downtown businesses. In short, there is a limit to the number of through-vehicles that makes Downtown viable as a business destination. That limit has been reached and exceeded.

Downtown must be a pedestrian priority area, where comfort and safety are substantial. Through traffic needs to be addressed in two ways. First, rerouting around the edge of Downtown for truly through-traffic is essential. Second, gateways to the Downtown need to be exceptionally inviting. Motorists should feel highly attracted to enter Downtown from the through-route to become pedestrians. Alternatives were judged subjectively on whether they met this priority in full, partially, or not at all.

4. *Fosters multi-modal lifestyles*

This criterion was specified with the Downtown especially in mind. The street system should complement ease of public transit use, bicycling, walking and other modes of travel. (See Figure 3.2 which identifies major public open spaces and a

potential pathway/pedestrian corridor system to connect them and other central destinations.) With the rail line as a major opportunity for a future transit service, the transportation system should be prepared to support it.

The Planning and Steering Teams noted that operation of transit on a one-way street network results in a more complicated system of bus stop connections. Riders may be required to walk from one street to another leg of the couplet to make connections. Alternatives were judged subjectively on whether they met this priority in full, partially, or not at all.

5. Fosters environmental quality

This criterion is especially significant in Central Meridian in the context of vehicular wait-time. The more slowly vehicles move in congested traffic, the more pollution is created in the form of exhaust gases. Alternatives were measured on the basis of peak hour fuel consumed by through traffic.

6. Provides high potential for public acceptance and use

No transportation system alternative will receive universal support. There are too many competing interests in the community for this to happen. However, preferred transportation alternatives will be crafted to optimize satisfaction of explicit community priorities. The City's Comprehensive Plan and Strategic Marketing Plan, both of which were strongly endorsed by participants in their preparation, were used as guides to identify public priorities. It is noteworthy that the 1997 one-way couplet system was dismissed as inconsistent with Downtown revitalization goals in the Strategic Marketing Plan. Alternatives were judged subjectively on whether they met this priority in full, partially, or not at all.

7. Allows for emergency vehicle access and routing

This criterion speaks for itself. It is important to note that the one-way couplet as conceived in 1997 would create more out of direction travel for emergency vehicles than other finalist alternatives. Alternatives were judged subjectively on whether they met this priority in full, partially, or not at all.

8. Accommodates parking and commercial deliveries

Onstreet parking along major arterials, including space for delivery vehicles is an important need in the Downtown. South of Franklin this is far less of an issue. Alternatives were judged subjectively on whether they met this priority in full, partially, or not at all.

9. Minimizes impacts to historic structures

Heritage and historic properties are important to this community. Three different historic preservation organizations work locally to support preservation efforts. No properties on the National Register of Historic Places are impacted by any of the finalist alternatives. Alternatives were evaluated in terms of the number of historic structures they impacted. The Steering Team included both official registered historic structures and those less important structures listed as significant by the Meridian Historical Society. The former were weighted more heavily.

3.5 Fiscal Priorities

The intent and means of measurement for the three fiscal priorities are:

1. Compatible with reasonable project costs

Given the complexity of establishing project costs, this priority was further divided into four distinct elements:

- Roadway construction cost
- Right-of-Way acquisition cost
- Number of structures impacted
  - Commercial structures
  - Residential structures
- Number of parcels impacted

The Ada County Highway District (ACHD) used its good and current experience to provide cost estimates for each finalist alternative. ACHD worked with project consultants and the City to estimate numbers of parcels, commercial structures and residential structures impacted.

2. Compatible with reasonable maintenance costs

This criterion was judged using the collective judgment of Planning Team, ACHD staff, City transportation staff and representatives from the Steering Team. Alternatives were judged subjectively on whether they met this priority in full, partially, or not at all.

3. Provides for phased implementation

This criterion was judged using the collective judgment of Planning Team, ACHD staff, City transportation staff and representatives from the City's Transportation Committee. Of particular importance was the potential to construct discrete phases of an alternative that could be implemented sequentially. Phasing of this sort was seen as a means to potentially spread costs out over time. Alternatives were judged subjectively on whether they met this priority in full, partially, or not at all.

3.6 Future Year (2030) Traffic

Forecasting of future year (2030) traffic volumes was a significant element in the alternatives development process. To accomplish this effort, Community Planning Association of Southwest Idaho (COMPASS) utilized the regional travel demand model to forecast year 2030 average daily traffic (ADT) volumes and 2030 PM peak hour link volumes for each alternative. Forecasting made clear what traffic levels could be expected on each of the major Central Meridian arterials (including Level of Service at key intersections). Of particular concern were figures for Main in the Downtown. Current East Main volumes and those projected in the One-Way Couplet alternative are extremely high – too high to attain the goal of a pedestrian-oriented Downtown destination. Note for comparison that Idaho Street, a major commercial arterial in Downtown Boise has levels running from about 6,000 to a little over 10,000 per day. This is an appropriate volume target for Downtown Meridian's core. Table 3.1 below shows ADT forecasts for the year 2030, assuming no improvements are made to Downtown to enhance its commercial attractiveness. Even with this serious limitation, traffic volumes are in the ideal range for both the Widen Meridian Road and the Split Corridor alternatives. They are dramatically too high for the One-Way Couplet. Assuming average travel patterns, an ADT of 15,700

would result in one vehicle moving along Main every 2.3 seconds during the peak traffic hour. This is about the same as the current condition – that is no significant improvement in congestion on Main.

3.7 Evaluation & Refinement of Alternatives

Five primary resources were tapped to identify an initial set of transportation management system alternatives:

Table 3.1: Year 2030 Average Daily Traffic Along Downtown Meridian Arterials
(Figures From the COMPASS Model, With Refinements Guided by Fehr &

	Average Daily Traffic		
Downtown Traffic Volumes for:	**Meridian Road**	**East Main Downtown**	**Total**
Base Condition	12,800	11,600	24,400
One-Way Couplet	17,300	15,700	33,000
Widen Meridian Road	25,800	7,500	33,300
Split Corridor	16,500	6,100	22,600

1. Evaluation of all previous planning documents on relevant issues. Primary reference documents were:
   - City of Meridian Comprehensive Plan,
   - Downtown Meridian Marketing Strategy, 2004
   - Meridian Corridor Study, 1997; 2002
   - Economic Impact of Road Design Alternatives for the City of Meridian, 1997
   - ACHD 2006-2010 Five-Year Work Program
   - Traffic Study, East 1st Street, 2001
2. Public outreach in the form of interviews, workshops, and public meetings. Three formal public meetings and an open house were held in September, November and January. These meetings provided participants with the opportunity to submit both verbal and written input on all relevant issues. All written input is provided in Appendices 3 and 4.
3. Steering Team collaboration, including private, private nonprofit and public sector representatives from Meridian and the greater Treasure Valley. Steering Team meetings were held monthly. Members of the Steering Team were:
   - Anna Canning, City of Meridian

- Steve Siddoway, City of Meridian
- Terry Smith, Meridian Citizen; Member, Meridian Transportation Task Force; Chamber of Commerce
- Linda Rupe, Meridian Citizen; Member, Meridian Development Corporation Board
- Dave Zaremba, Meridian Citizen; Member Meridian Planning & Zoning Commission; Member, Meridian Transportation Task Force
- Terry Little, Ada County Highway District
- Bruce Mills, Ada County Highway District
- Charles Trainor, COMPASS
- Kelli Fairless, Valley Regional Transit
- Sue Sullivan, Idaho Transportation Department
- Captain John Overton, Meridian Police Department; Chair, Meridian Traffic Safety Commission

4. Guidance from the City Council, ACHD Board of Commissioners and Meridian Development Corporation. Three formal presentations were made to each organization during the planning process. Guidance was received in the form of feedback at these meetings and direction from the organizations' staff.

5. Technical input from Planning Team. These five planning elements initially resulted in a set of fourteen alternatives. Most were variations on a few major system themes while some were ideas for just segments of the local transportation network. In public reviews of these alternatives, no additional possibilities were proposed. In this context, the initial set may be seen as comprehensive. It included:

#1 – No change, the current system
#2 – Regional circulation district improvements only
  #2a – 6-Lane 10-mile
  #2b – Interchange at Linder
  #2c – Interchange at Locust Grove
  #2d – Interchange at Linder and Locust Grove
#3 – One-Way Couplet (Central to Fairview)
#4 – One-Way Couplet (Franklin to Fairview)
#5 – Widen Main
#6 – Widen Meridian
#7 – Unbalanced lanes on Meridian
#8 – Unbalanced lanes on Main
#9 – West Corporate Drive Extension/bypass
#10 – Widen Meridian and Realign as Primary N/S Roadway; Main as is.
  #10a – 4-Lane Meridian
  #10b – 5-Lane Meridian
#11 – 5-Lane Meridian from Central to Franklin; Main as is; Meridian Road north of Franklin as is
#12 – Realign Main to East 3rd through Speedway site; T-in off Main
#13 – Split Corridor, a modified one-way couplet from Central to just south of the railroad; 5-lane Meridian Road north of the railroad; Main as is with a T-in off northbound couplet
#14 – Meridian/Main/Central intersection improvements
  #14a – Relocate Waltman to Corporate
  #14b – SB Meridian Right-turn Bypass Lane
  #14c – Modern Round-a-bout

MCE Process

In the first round of evaluation, the goal was to reduce the 14+ alternatives to a group of six semi-finalists. Public input was taken and combined with insights from the Steering Team. With this input, the MCE matrix was formalized and used at a summary level in initial evaluation. The semi-finalists were chosen with very little debate. They included:

- Baseline Condition, being the current circulation system plus regional circulation improvements already planned by ACHD, especially:
  - Ten-Mile Interchange
  - Overpass at Linder
  - Overpass at Locust Grove
  - The extension of West Corporate Drive with a connection to Southwest 5th Avenue
- One-Way Couplet, Central to Fairview..
- Widen Meridian to Five Lanes; Primary Through Route.
- Realign Main to E 3rd Through Speedway Site.
- Split Corridor, Modified One-Way Couplet from Central to the Railroad Line; 5-Lane Meridian North of Railroad; Downtown Main Street as is.
- Roundabout at Waltman/Main/Meridian Road: This option was quickly seen as an intersection improvement and was later refined into a mandate to improve the intersection under any alternative. Subsequent evaluation of a roundabout proved this option to be unfeasible.

After a second round of public input, Steering Team analysis considered semi-finalists in the context of general traveler characteristics, possible hybrids and forecasted future year (2030) traffic volumes. This research and MCE resulted in a

recommendation to drop the East 3rd alternative and to eliminate the Roundabout. The remaining subset – the Base Condition (for comparison purposes only) and three alternatives – were proposed to be analyzed at a higher level of detail, per the original contract intent. City Council and the Meridian Development Corporation endorsed this recommendation. The ACHD Commission did not take a position on the recommendation but sought clarification for the rationale to drop the East 3rd Alternative. Primary weaknesses were observed to be:

- Complications with coordinating timing of major signals on Franklin and Fairview. This is a third signal, one block apart, on both Franklin and Fairview.
- Conflict with the Speedway, a Meridian landmark which would have to be relocated.
- Conflict with a public open space which would be greatly reduced in size. This conflict would almost certainly jeopardize federal funding, a major problem.
- Relocation of through traffic from a commercial arterial to a residential street.
- Absence of a through corridor on 3rd north of the rail line and complications in creating a relatively straight corridor.
- Dead end configuration of Couplet at Fairview.

The set of three finalists included two well known and distinctly different alternatives: the one-way couplet and widening Meridian Road. The third finalist, conceived by Fehr & Peers, had never before been considered. Broad consensus was reached among participants that these finalists were appropriate and sufficient for further in depth analysis.

Section 4
Transportation Management System:
Three Finalist Alternatives

4.1 Major Circulation Alternatives

The three major transportation alternatives include two that represent a blending of features from the initial fourteen alternatives and one that is new – a hybrid of sorts. This section highlights the key elements of each as well as that of the Baseline Condition (for comparison purposes).

Baseline Condition

Figure 4.1 depicts the Baseline Condition alternative. This alternative includes all currently programmed long-range regional improvements along with the following key transportation network assumptions:

- Main Street and Meridian Road remain in their current configuration
- The Ten Mile interchange is in place
- The Locust Grove/ I-84 overpass is in place
- The Linder Road/ I-84 overpass is in place
- The extension of West Corporate Drive is in place with a connection to 5th Avenue.

The primary point of this alternative was that regional improvements, once implemented, could result in a net decrease in "Through" travel demand on Meridian Road and Main Street, thus minimizing future improvements to Main

Street and Meridian Road. This alternative also served as the future conditions base to which each of the alternatives could be compared.

General advantages included:

- Construction Cost
  - Minimal ROW needs
  - Ease of implementation

General disadvantages included:

- Does not serve demand
- Does not meet Downtown goals and objectives
- Bottleneck at Central/Waltman intersection

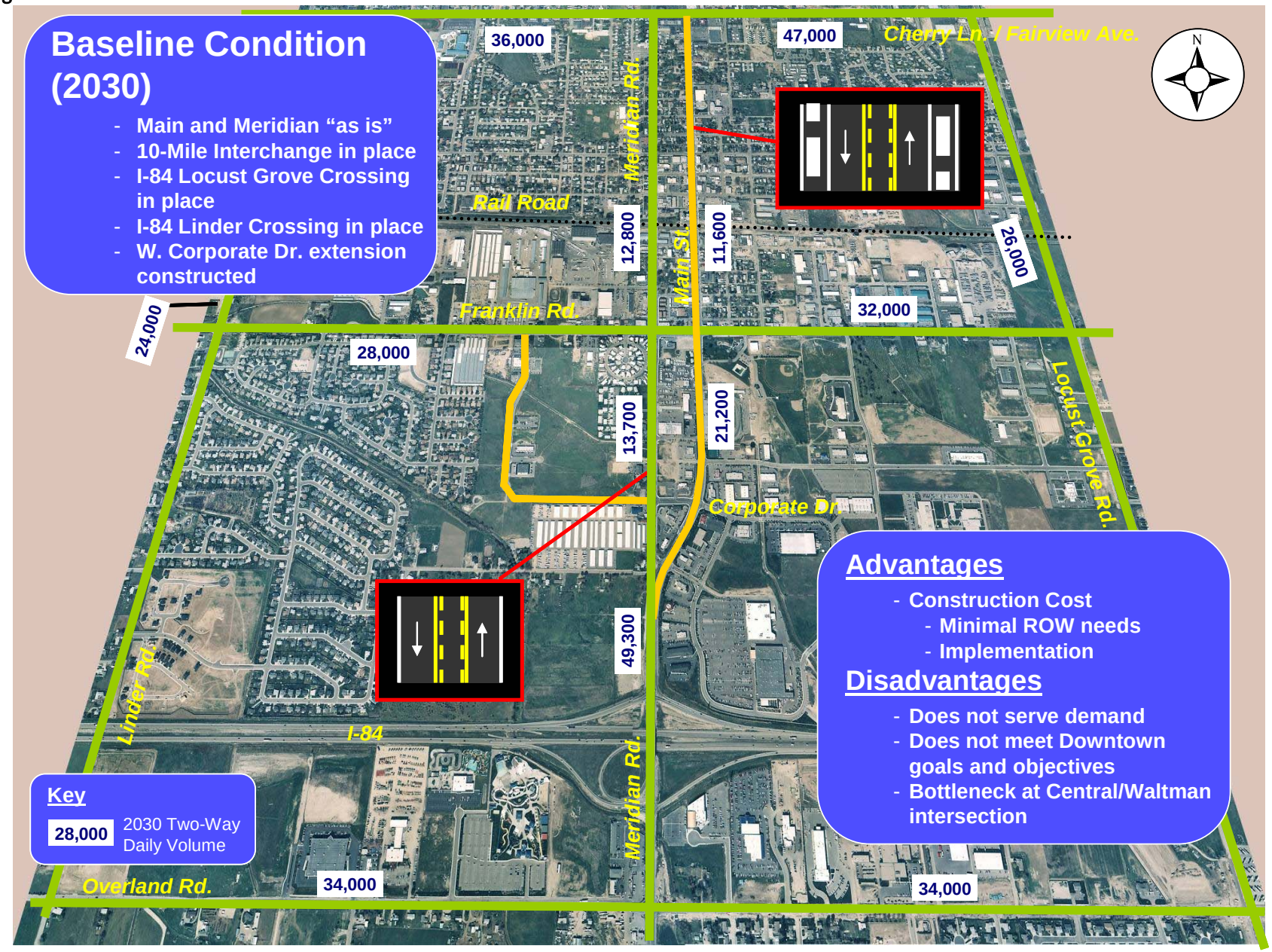
In general, future daily traffic volumes within the study increased as compared with existing traffic volumes. However, some of the future model daily traffic volumes on segments of Main Street and Meridian Road decreased with this alternative as compared to existing volumes. These lower daily traffic volumes do not represent a decrease in the overall future traffic demand but reflect some of the variability that develops when utilizing a regional model to forecast traffic volumes for a relatively small study area. The difference also reflects changes in travel patterns and route choices that resulted from the lack of improvements to Main Street and Meridian Road and the addition of the Ten Mile interchange, the Linder Road overpass, and the Locust Grove Road overpass.

The consensus among the public, the Client Team and the Steering Team was that this alternative is not considered a feasible solution. As such, the sole purpose in carrying this alternative forward was to provide a base condition to which the primary alternatives could be compared.

"Client Team":

- Anna Canning, City of Meridian
- Steve Siddoway, City of Meridian
- Terry Smith, Ada County Highway District
- Bruce Mills, Ada County Highway District

Figure 4.1: Baseline Condition



Alternative A – One-Way Couplet

Figure 4.2 depicts the Alternative A – One-Way Couplet. This alternative represents what was the recommended alternative from the 1997 Meridian Corridor Study. This alternative would provide one-way operations northbound on Main Street and southbound on Meridian Road between Central Drive and Fairview Avenue (Cherry Lane) and would reconfigure the Central Drive/Waltman Lane intersection.

The primary point of this alternative was that one-way operations would substantially increase capacity in the corridor necessary to accommodate future travel demands.

General advantages include:

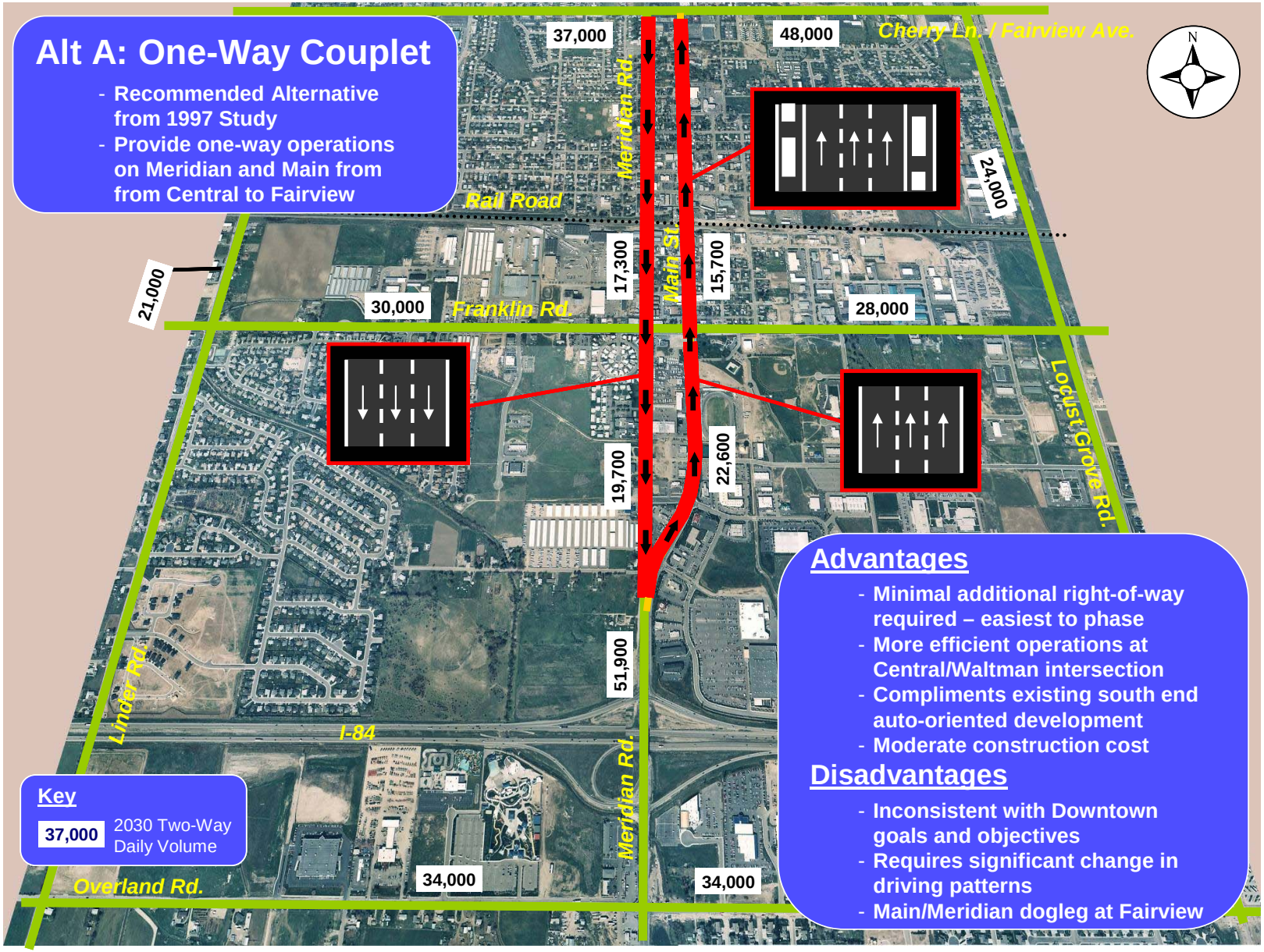
- Minimal additional right-of-way needed, simplifying the phasing process
- More efficient operations at the Central Drive/Waltman Lane intersection
- Compliments existing south end auto-oriented development
- Moderate construction cost

General disadvantages included:

- Inconsistent with Downtown goals and objectives
- Requires significant change in driving patterns
- Discontinuous transition for northbound Main Street to northbound Meridian Road vehicles

In this alternative, future daily traffic volumes within the study area increased as compared with existing traffic volumes. In addition, the benefit of increased capacity due to the one-way couplet roadway configuration is evident in the increase to daily traffic volumes on Main Street and Meridian Road. From a traffic volume standpoint, the primary concern with this alternative is the forecasted daily volume of traffic on Main Street through Downtown Meridian.

Figure 4.2: Alternative A, One-Way Couplet



Alternative B – Widen Meridian Road

Figure 4.3 depicts the Alternative B – Widen Meridian Road. This alternative, in concept, was also addressed in the 1997 Meridian Corridor Study. This alternative would widen Meridian Road to five lanes from Central Drive to Fairview Avenue (Cherry Lane). Main Street would remain "as is".

This alternative would require substantial modifications to the Waltman Lane/Central Drive intersection in order to align Meridian Road such that it serves as the primary through travel route. To accomplish this transition, Main Street would "T" into Meridian Road north of Central Drive.

The primary consideration with this alternative was to align Meridian Road as the primary "Through" route. This would better accommodate regional mobility while maintaining key access and circulation opportunities for "To" traffic in Downtown Meridian.

General advantages include:

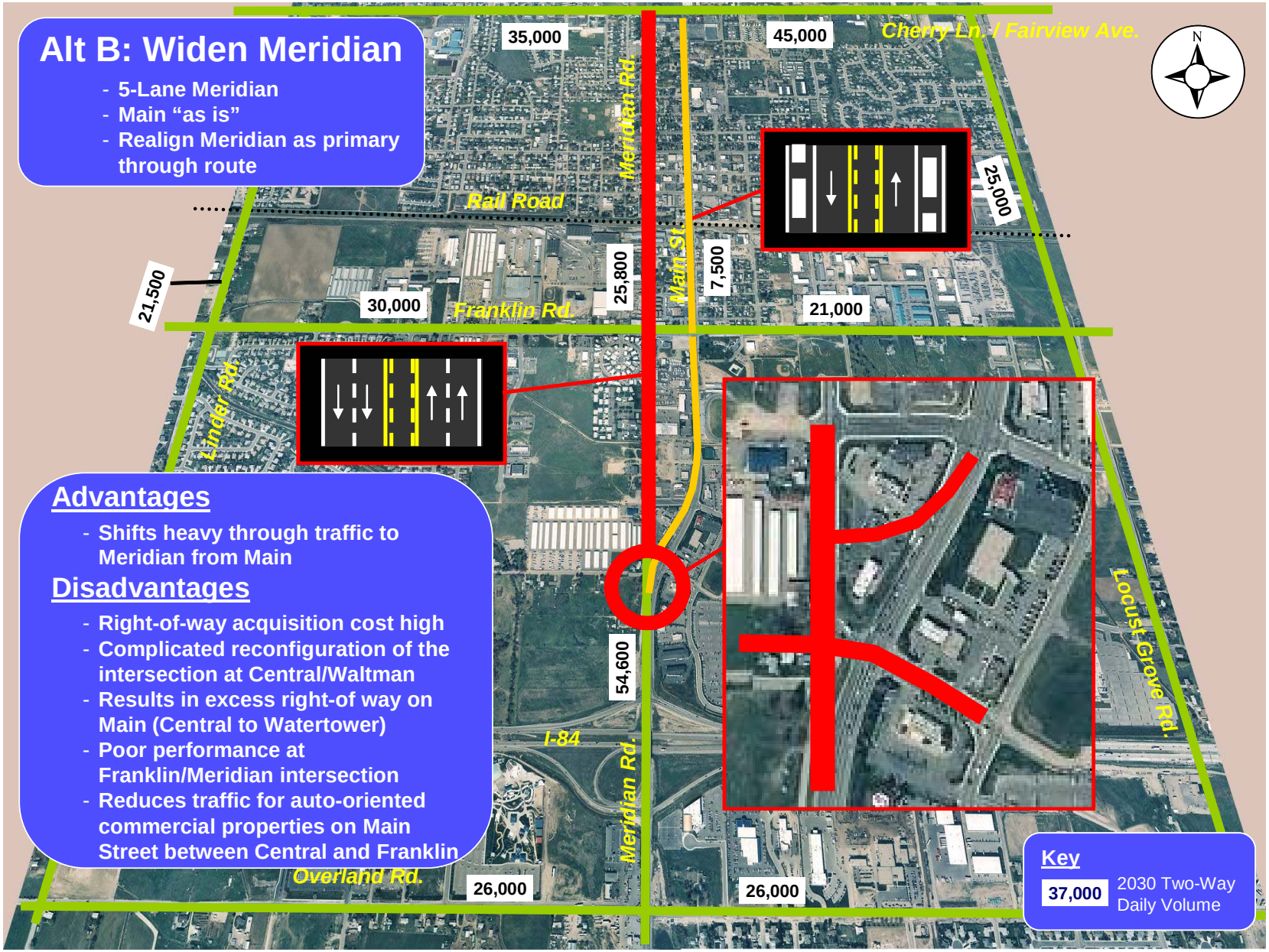
- Shifts heavy "Through" traffic movement to Meridian Road from Main Street

General disadvantages included:

- Right-of-way acquisition cost is high
- Complicated reconfiguration of the intersection at Central Drive/Waltman Lane
- Very poor traffic operations at the Meridian Road/Franklin Road intersection
- Results in excess right-of way on Main Street (Central to Watertower)
- Reduces traffic for auto-oriented commercial properties on Main Street between Central and Franklin

Again, future daily traffic volumes within the study area are shown to increase as compared to existing traffic volumes. The benefit of shifting the primary "Through" route to Meridian Road, along with increasing the capacity, is evident in the substantial increase in daily traffic volumes on Meridian Road and the subsequent decrease on Main Street as compared to the base condition.

Figure 4.3: Alternative B, Widen Meridian Road



Alternative C – Split Corridor

Figure 4.4 depicts the Split Corridor alternative. The Split Corridor concept was newly developed as a part of this study. The Split Corridor alternative would provide one-way operations northbound on Main Street and southbound on Meridian Road between Central Drive and the railroad corridor. One-way northbound traffic would transition from Main Street back to a two-way Meridian Road immediately south of the railroad corridor. North of the railroad corridor to Fairview Avenue (Cherry Lane), Meridian Road would be constructed as a two-way five lane roadway. Main Street would "T" into the northbound one-way couplet south of the railroad corridor and remain a three-lane section as currently configured north to Fairview Avenue.

The primary point with this alternative was that one-way operations in the south and two-way operations in the north would best serve the future "Through" and "To" travel demands in the corridor, best fit the traveler characteristics and travel patterns, and accommodate the goals and objectives of Downtown Meridian.

General advantages include:

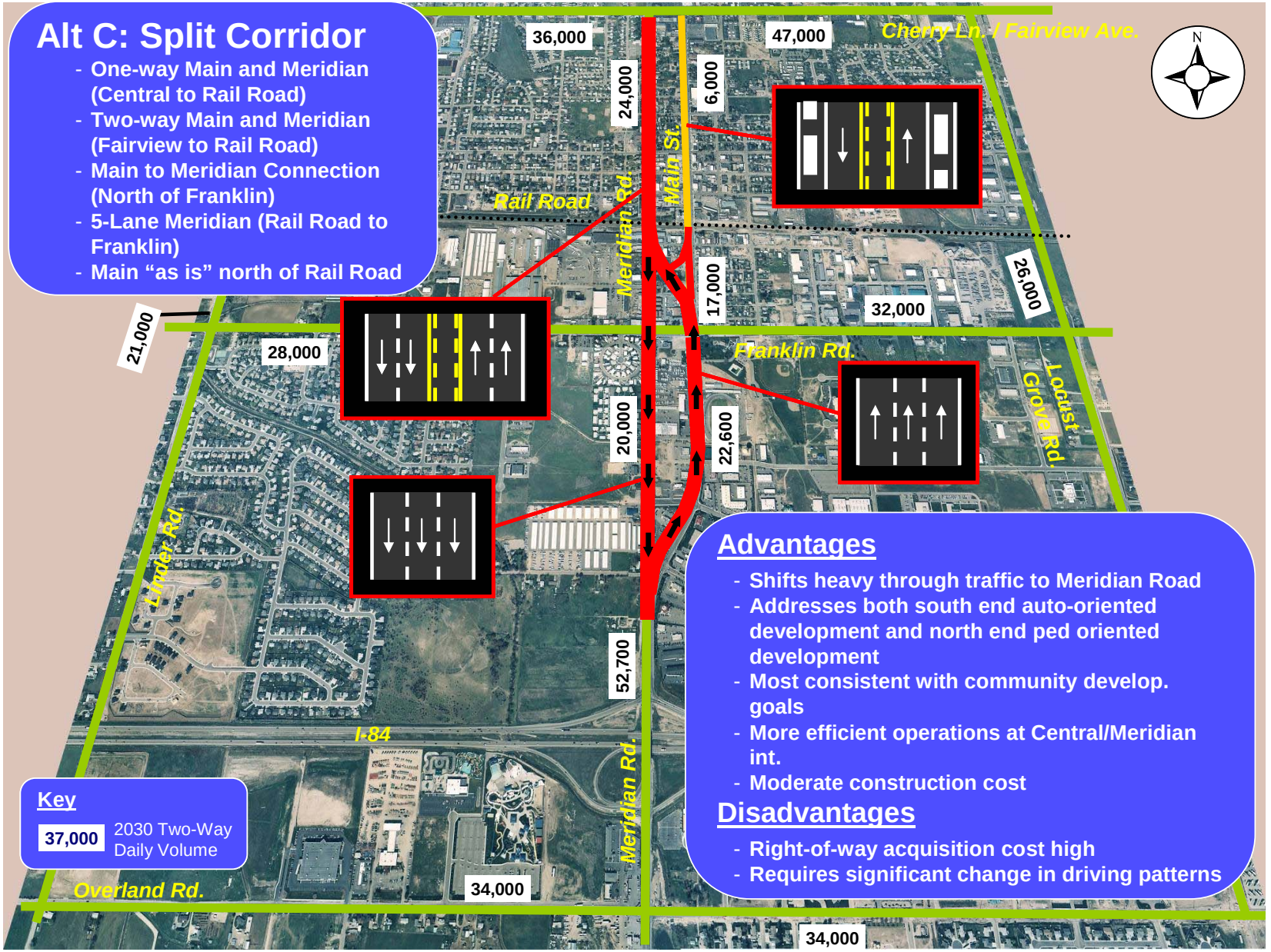
- Shifts heavy through traffic volumes north of the railroad to Meridian Road
- Addresses both south end auto-oriented development and north end pedestrian oriented development
- Most consistent with community development goals
- More efficient operations at Central Drive/Waltman Lane intersection
- Moderate construction cost

General disadvantages included:

- Right-of-way acquisition cost high
- Requires significant change in driving patterns

Future daily traffic volumes within the study area are again shown to increase as compared to existing traffic volumes. The benefits of the split corridor concept are evident in how well the daily traffic volumes are accommodated. Higher volumes are maintained on the south end of Main Street and Meridian Road where roadway capacity is greatest and auto-oriented businesses are prevalent. At the north end of Main Street and Meridian Road, "Through" traffic is able to utilize an improved Meridian Road that is able to accommodate higher traffic volumes, while "To" traffic is easily accommodated on Main Street.

Figure 4.4: Alternative C, Split Corridor



MCE Evaluation Results Summary

In Table 4.2, the nineteen MCE criteria are specified together with the methods used to measure them. Raw scores for the three alternatives are noted for each criterion. Since the scores are not comparable in their raw form, there is no need to total them. In Table 4.3, an average score for each criterion is calculated, then compared to the alternatives' raw scores (raw score divided by average) to obtain a normalized score for each criterion. In Table 4.4, normalized scores from Table 4.3 have been multiplied by the noted weighting factor to obtain a weighted, normalized final score. Total scores for each alternative are shown at the bottom of the table. Higher scores are better.

Guided by ACHD and City staff, the Steering Team evaluated the three finalist alternatives and the base condition using measures noted in Tables 4.2-4.4. After extensive analysis, discussion and review, it was the consensus of the Steering Team and staff that the following scores (with higher being better) accurately reflect alternatives' performance against the project priorities:

Table 4.1: Summary of Evaluation Scores

	Weighted Scores			
	Base	**A**	**B**	**C**
Evaluation Categories		Couplet	Widen Merid'n Rd	Split Corridor
Transportation Impacts	2	19	17	27
Community Impacts	13	22	49	52
Fiscal Impacts	15	5	-9	-3
Grand Total	29	47	57	75

Alternative	**Score**
C. Split Corridor	75
B. Widen Meridian	57
A. One-Way Couplet	47
Base Condition	29

These scores, broken out according to evaluation categories in the summary Table 4.1 at left, measure relative performance and are useful only in comparing one alternative to another. No "perfect" score is possible or implied.

In brief, the Split Corridor addresses project priorities best. Widen Meridian and One-Way Couplet scored significantly lower, with the former receiving a slightly better score than the latter. All alternatives perform substantially better than the Base Condition (which relies exclusively on regional transportation improvements to address program criteria).

Estimates of Probable Cost

ACHD staff conducted considerable research to provide estimates of probable cost for the three final alternatives. These are provided in Table 4.5. In brief, total estimates are:

	COSTS, Rounded ($000)			
Alternative	Right of Way	Construction	Design & Inspection	Total Costs
One-Way Couplet (Full Implementation)	$ 1,750	$ 5,076	$ 1,269	$ 8,095
5-Lane Meridian	$ 5,442	$ 4,984	$ 1,246	$ 11,672
Split Corridor	$ 4,301	$ 5,829	$ 1,457	$ 11,588

The cost estimates for all three final alternatives were revised upward in May just before completion of the TMP to reflect new information. The changes were reviewed and approved by the Steering Team and presented to the public at an additional open house. The revision did not significantly affect MCE scores, since all alternatives were affected by the increased cost estimates. The revised MCE tables are provided in tables 4.2, 4.3, and 4.4.

Table 4.2

MULTI-CRITERIA EVALUATION, Downtown Meridian Circulation Improvement Alternatives							
PART 1: CIRCULATION ALTERNATIVES' RAW SCORES FOR EACH TRANSPORTATION MANAGEMENT GOAL							
May 16, 2005		**Base**	**A**	**B**	**C**		
Category **Goals/Criteria**			**Couplet**	**Widen Merid'n**	**Split Corridor**	**Measure**	Comment
A. Transportation Impacts							
A1 Integrates adequately with the regional transportation network		0.50	1.00	1.00	1.00	Yes/Partially/No	Higher is Better
A2 Minimizes congestion by providing for reasonable traffic flow and capacity							
A2.1 Average Major Intersection Delay (sec/veh)							
A2.1a Central/Main/Meridian		157.30	31.90	30.00	35.00	Seconds per Vehicle	Lower is Better
A2.1b Franklin/Main		36.90	25.70	22.20	29.10	Seconds per Vehicle	Lower is Better
A2.1c Franklin/Meridian		47.40	20.70	92.50	23.60	Seconds per Vehicle	Lower is Better
A2.1d Fairview/Main		24.80	34.90	15.00	15.70	Seconds per Vehicle	Lower is Better
A2.1e Fairview/Cherry/Meridian		39.20	22.40	51.80	54.80	Seconds per Vehicle	Lower is Better
TOTAL		305.60	135.60	211.50	158.20	Seconds per Vehicle	Lower is Better
A2.2 Total Corridor Delay - Main and Meridian Only (hr) PM Peak Hour		526.00	215.00	554.00	296.00	Hours, All Vehicles	Lower is Better
A3 Preserves opportunities for longer-term community development goals							
A3.1 North End		0.00	0.00	1.00	1.00	Yes/Partially/No	Higher is Better
A3.2 South End		0.50	1.00	0.50	1.00	Yes/Partially/No	Higher is Better
A4 Appropriately distributes regional traffic while accommodating local traffic		0.50	0.75	0.75	0.75	Yes/Partially/No	Higher is Better
A5 Promotes a safe pedestrian friendly environment		0.25	0.50	0.50	0.75	Yes/Partially/No	Higher is Better
A6 Provides connections and signage to enhance circulation in all directions		1.00	1.00	1.00	1.00	Yes/Partially/No	Higher is Better
A7 Accommodates multi-modal (multiple modes of) transportation		1.00	1.00	1.00	1.00	Yes/Partially/No	Higher is Better
B. Community Impacts							
B1 Compatible with community vision and probable land uses		0.50	0.50	0.75	1.00	Yes/Partially/No	Higher is Better
B2 Encourages strategic development of downtown as the heart of Meridian		0.00	0.00	1.00	1.00	Yes/Partially/No	Higher is Better
B3 Compatible with Downtown as a pedestrian-oriented community center		0.25	0.25	1.00	1.00	Yes/Partially/No	Higher is Better
B4 Fosters multi-modal lifestyles		0.50	0.75	1.00	1.00	Yes/Partially/No	Higher is Better
B5 Fosters environmental quality		916.00	667.00	925.00	729.00	Peak Hour Fuel Consumed, Gals	Lower is Better
B6 Provides high potential for public acceptance and use		0.00	0.50	1.00	1.00	Yes/Partially/No	Higher is Better
B7 Allows for emergency vehicle access and routing		1.00	0.75	1.00	0.75	Yes/Partially/No	Higher is Better
B8 Accommodates parking and commercial deliveries		0.50	1.00	1.00	1.00	Yes/Partially/No	Higher is Better
B9 Minimizes impacts to historic structures							
B9.1 Structures on State or National Register of Historic Places		0	0	0	0	Number of Structures	Lower is Better
B9.2 Potential Historic Structures Listed by Local Historical Society		0	0	3	3	Number of Structures	Lower is Better
C. Fiscal Impacts							
C1 Compatible with reasonable project costs							
C1.1 Roadway construction cost		0	6.35	6.23	7.29	Millions of Dollars	Lower is Better
C1.2 Right-of-Way acquisition cost		0	1.75	5.44	4.30	Millions of Dollars	Lower is Better
C1.3 Number of structures impacted							
C1.3a Commercial structures		0	0	20	15	Commercial Structures	Lower is Better
C1.3b Residential structures		0	0	25	30	Residential Structures	Lower is Better
C1.4 Number of parcels impacted		0	15	100	65	Parcels Impacted	Lower is Better
C2 Compatible with reasonable maintenance costs		1	1	1	1	Yes/Partially/No	Higher is Better
C3 Provides for phased implementation		1.0	0.75	0.25	0.5	Yes/Partially/No	Higher is Better

Table 4.3

MULTI-CRITERIA EVALUATION, Downtown Meridian Circulation Improvement Alternatives						
PART 2: CIRCULATION ALTERNATIVES' NORMALIZED RAW SCORES FOR EACH TRANSPORTATION MANAGEMENT GOAL						
May 16, 2005		**Base**	**A**	**B**	**C**	
Category **Goals/Criteria**			**Couplet**	**Widen Merid'n**	**Split Corridor**	**Average**
A. Transportation Impacts						
A1 Integrates adequately with the regional transportation network		0.57	1.14	1.14	1.14	0.88
A2 Minimizes congestion by providing for reasonable traffic flow and capacity						
A2.1 Average Major Intersection Delay (sec/veh)		-1.51	-0.67	-1.04	-0.78	202.73
A2.2 Total Corridor Delay - Main and Meridian Only (hr) PM Peak Hour		-1.32	-0.54	-1.39	-0.74	397.75
A3 Preserves opportunities for longer-term community development goals						
A3.1 North End		0.00	0.00	2.00	2.00	0.50
A3.2 South End		0.67	1.33	0.67	1.33	0.75
A4 Appropriately distributes regional traffic while accommodating local traffic		0.73	1.09	1.09	1.09	0.69
A5 Promotes a safe pedestrian friendly environment		0.50	1.00	1.00	1.50	0.50
A6 Provides connections and signage to enhance circulation in all directions		1.00	1.00	1.00	1.00	1.00
A7 Accommodates multi-modal (multiple modes of) transportation		1.00	1.00	1.00	1.00	1.00
TRANSPORTATION IMPACTS SUBTOTAL, UNWEIGHTED SCORE		1.64	5.36	5.46	7.54	
B. Community Impacts						
B1 Compatible with community vision and probable land uses		0.73	0.73	1.09	1.45	0.69
B2 Encourages strategic development of downtown as the heart of Meridian		0.00	0.00	2.00	2.00	0.50
B3 Compatible with Downtown as a pedestrian-oriented **community** center		0.40	0.40	1.60	1.60	0.63
B4 Fosters multi-modal lifestyles		0.62	0.92	1.23	1.23	0.81
B5 Fosters environmental quality		-1.13	-0.82	-1.14	-0.90	809.25
B6 Provides high potential for public acceptance and use		0.00	0.80	1.60	1.60	0.63
B7 Allows for emergency vehicle access and routing		1.14	0.86	1.14	0.86	0.88
B8 Accommodates parking and commercial deliveries		0.57	1.14	1.14	1.14	0.88
B9 Minimizes impacts to historic structures						
B9.1 Structures on State or National Register of Historic Places		0.00	0.00	0.00	0.00	0.00
B9.2 Potential Historic Structures Listed by Local Historical Society		0.00	0.00	2.00	2.00	1.50
COMMUNITY IMPACTS SUBTOTAL, UNWEIGHTED SCORE		2.33	4.03	10.66	10.98	
C. Fiscal Impacts						
C1 Compatible with reasonable project costs						
C1.1 Roadway construction cost		0.00	-1.28	-1.25	-1.47	4.97
C1.2 Right-of-Way acquisition cost		0.00	-0.61	-1.89	-1.50	2.87
C1.3 Number of structures impacted						
C1.3a Commercial structures		0.00	0.00	-2.29	-1.71	8.75
C1.3b Residential structures		0.00	0.00	-1.82	-2.18	13.75
C1.4 Number of parcels impacted		0.00	-0.33	-2.22	-1.44	45.00
C2 Compatible with reasonable maintenance costs		1.00	1.00	1.00	1.00	1.00
C3 Provides for phased implementation		1.60	1.20	0.40	0.80	0.63
FISCAL IMPACTS SUBTOTAL, UNWEIGHTED SCORE		2.60	-0.02	-8.07	-6.50	
TOTAL UNWEIGHTED SCORE		6.56	9.36	8.05	12.02	

Table 4.4

MULTI-CRITERIA EVALUATION, Downtown Meridian Circulation Improvement Alternatives					
PART 3: CIRCULATION ALTERNATIVES' WEIGHTED, NORMALIZED SCORES FOR EACH TRANSPORTATION MANAGEMENT GOAL					
May 16, 2005		**Base**	**A**	**B**	**C**
Category **Goals/Criteria**	**Weight**		**Couplet**	**Widen Merid'n**	**Split Corridor**
A. Transportation Impacts					
A1 Integrates adequately with the regional transportation network	3	1.71	3.43	3.43	3.43
A2 Minimizes congestion by providing for reasonable traffic flow and capacity					
A2.1 Average Major Intersection Delay (sec/veh)	5.5	-8.29	-3.68	-5.74	-4.29
A2.2 Total Corridor Delay - Main and Meridian Only (hr) PM Peak Hour	5.5	-7.27	-2.97	-7.66	-4.09
A3 Preserves opportunities for longer-term community development goals					
A3.1 North End	3	0.00	0.00	6.00	6.00
A3.2 South End	3	2.00	4.00	2.00	4.00
A4 Appropriately distributes regional traffic while accommodating local traffic	6	4.36	6.55	6.55	6.55
A5 Promotes a safe pedestrian friendly environment	6	3.00	6.00	6.00	9.00
A6 Provides connections and signage to enhance circulation in all directions	3	3.00	3.00	3.00	3.00
A7 Accommodates multi-modal (multiple modes of) transportation	3	3.00	3.00	3.00	3.00
TRANSPORTATION IMPACTS SUBTOTAL, WEIGHTED SCORE		1.51	19.32	16.58	26.59
B. Community Impacts					
B1 Compatible with community vision and probable land uses	7	5.09	5.09	7.64	10.18
B2 Encourages strategic development of downtown as the heart of Meridian	7	0.00	0.00	14.00	14.00
B3 Compatible with Downtown as a pedestrian-oriented community center	5	2.00	2.00	8.00	8.00
B4 Fosters multi-modal lifestyles	3	1.85	2.77	3.69	3.69
B5 Fosters environmental quality	2	-2.26	-1.65	-2.29	-1.80
B6 Provides high potential for public acceptance and use	7	0.00	5.60	11.20	11.20
B7 Allows for emergency vehicle access and routing	3	3.43	2.57	3.43	2.57
B8 Accommodates parking and commercial deliveries	5	2.86	5.71	5.71	5.71
B9 Minimizes impacts to historic structures					
B9.1 Structures on State or National Register of Historic Places	2	0.00	0.00	0.00	0.00
B9.2 Potential Historic Structures Listed by Local Historical Society	1	0.00	0.00	-2.00	-2.00
COMMUNITY IMPACTS SUBTOTAL, WEIGHTED SCORE		12.96	22.10	49.39	51.56
C. Fiscal Impacts					
C1 Compatible with reasonable project costs					
C1.1 Roadway construction cost	4	0.00	-5.11	-5.02	-5.87
C1.2 Right-of-Way acquisition cost	3	0.00	-1.83	-5.68	-4.49
C1.3 Number of structures impacted					
C1.3a Commercial structures	1	0.00	0.00	-2.29	-1.71
C1.3b Residential structures	0.5	0.00	0.00	-0.91	-1.09
C1.4 Number of parcels impacted	0.5	0.00	-0.17	-1.11	-0.72
C2 Compatible with reasonable maintenance costs	5	5.00	5.00	5.00	5.00
C3 Provides for phased implementation	6	9.60	7.20	2.40	4.80
FISCAL IMPACTS SUBTOTAL, WEIGHTED SCORE		14.60	5.09	-7.61	-4.09
TOTAL WEIGHTED, NORMALIZED SCORE		29.07	46.51	58.35	74.06

Table 4.5: Estimates of Alternatives' Probable Cost

Downtown Meridian Transportation Management Plan
Conceptual Right-of-Way and Construction Cost Estimates
April 8, 2005

		Estimated Costs			
Alternatives	**Details**	**Right of Way ($ 000)**	**Construction ($ 000)**	**Design/ Engineering ($ 000)**	**Total ($ 000)**
Alt A: One-Way Couplet	**Meridian 3-lanes (39' B/B in 57' R/W constrained section) at Main/Meridian/Central/Waltman Intersection**	144	2,581	645	3,370
	Meridian 3-lanes (39' B/B in 57' R/W constrained section), Central/Franklin	54	178	44	276
	Meridian 3-lanes (39' B/B in 57' R/W constrained section), Franklin/RR Tracks	0	618	155	773
	Meridian 3-lanes (39' B/B in 57' R/W constrained section), RR Tracks/Fairview	1,300	1,487	372	3,159
	New E/W Collector Street Between Meridian/Main, 1/2 Way Between Washington St. and Cherry Lane	252	212	53	517
	TOTAL	1,750	5,076	1,269	**8,095**
Alt B: Widen Meridian Rd **	**Meridian 5-lanes (61' B/B in 80-foot R/W constrained section), Central to Franklin (includes realigning Waltman & Meridian Rd. per Fehr & Peers Concept 4) & NB Main Connection**	839	2,419	605	3,863
	Meridian 5-lanes (61' B/B in 80-foot R/W constrained section), Franklin/RR Tracks	1,500	895	224	2,619
	Meridian 5-lanes (61' B/B in 80-foot R/W constrained section), RR Tracks/Fairview	3,103	1,670	417	5,190
	TOTAL	5,442	4,984	1,246	**11,672**
Alt C: Split Corridor	**Split Couplet Alternative for Main and Meridian, Franklin / RR Tracks per Fehr & Peers Concept**	1,000	783	196	1,979
	Meridian 3-lanes (39' B/B in 57' R/W constrained section) at Main/Meridian/Central/Waltman Intersection	144	2,581	645	3,370
	Meridian 3-lanes (39' B/B in 57' R/W constrained section), Central/Franklin	54	178	44	276
	Meridian 3-lanes (39' B/B in 57' R/W constrained section), Franklin/RR Tracks	0	618	155	773
	Meridian 5-lanes (61' B/B in 80-foot R/W constrained section), RR Tracks / Fairview	3,103	1,670	417	5,190
	TOTAL	4,301	5,829	1,457	**11,588**

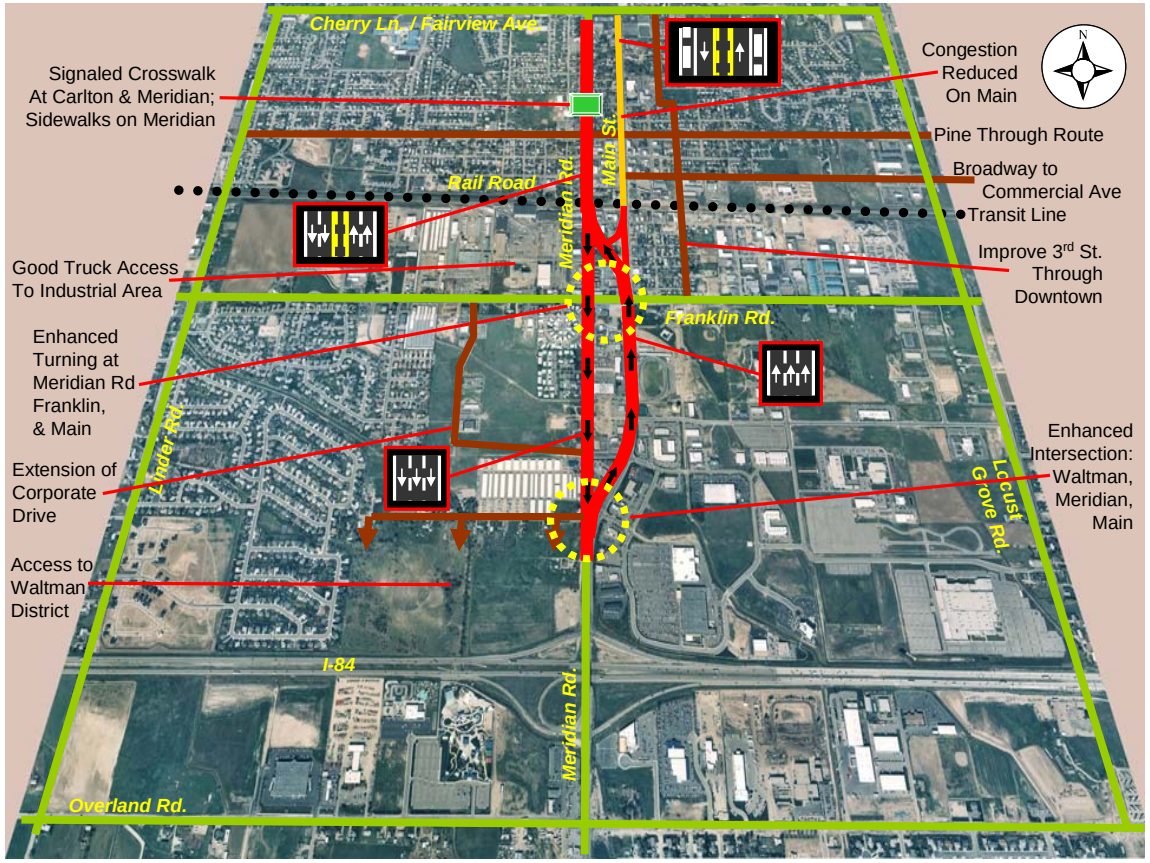
** These figures are based on the finding that right-of-way acquisition costs are lower along the west side of Meridian Road. For this reason, expansion of the roadway to the west, rather than east, is anticipated.

4.2 Preferred Alternative

The Split Corridor offers a series of advantages in three distinct sets of traits, including:

1. Traits that address "To" vs. "Through" circulation needs
2. Traits that respect the two distinct subdistricts (Downtown & Auto District south of Franklin)
3. Traits that enhance connections, especially to key intersections, the regional circulation system and internal circulation routes.

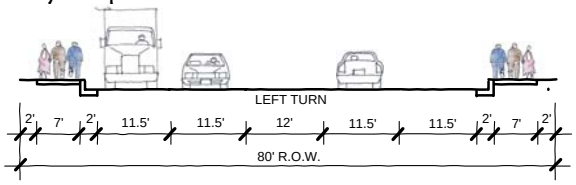
Figure 4.5: Key Advantages of the Split Corridor



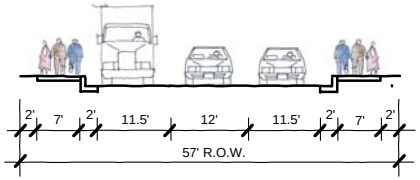
These advantages, illustrated in Figure 4.5, are addressed below.

- *Enhanced through-traffic and to-traffic:* Traffic volumes are heaviest south of Franklin as a result of the predominant and expected travel patterns between Franklin Road and I-84. By adopting the couplet system in this subdistrict, the Split Corridor accommodates this higher demand of through vehicles. North of Franklin traffic is combined on Meridian Road, a focal point for through traffic. This allows for East

Figure 4.6: Conceptual five lane and one-way couplet street cross sections



Typical 5-Lane Cross-Section



Typical 3-Lane One-Way Couplet Cross-Section

Figure 4.7: Split Corridor Transition Area

Main to become a true destination route. Figure 4.6 shows conceptual cross sections for the five lane section of Meridian Road and the one-way couplet sections south of Franklin Road. Lower volumes in the core of Downtown will allow for enhancement of the pedestrian environment in the city center. At the same time, gateway improvements and signage along Meridian Road will direct and encourage motorists "To" Downtown for purposes other than commuting. The intended result is an enhanced experience for both the "Through" commuter on Meridian Road and the "To" Downtown retail and restaurant patrons, office workers, and visitors.

- *Enhanced intersection operations:* Traffic on Main Street and Meridian Road at Franklin Road will be better served through the one-way operations. There will be fewer movements (cars going in particular directions) with one way operations. The result will be more efficient intersection signal timings which will in turn better accommodate the traffic flows. At Fairview Avenue/ Cherry Lane, regional through-traffic will all be served on Meridian Road, allowing the signal at Main Street be reset for lower volumes.

With the one-way couplet alternative, northbound through-traffic would be faced with a difficult transition from Main Street to Meridian Road along Fairview Avenue. With the Split-Corridor, this transition is accomplished in an efficient manner between Franklin Road and the railroad tracks. This transition significantly improves through-traffic flows.

Figure 4.7 depicts the split corridor transition area. The primary purpose of the transition is to shift northbound Main Street "Through" traffic to northbound Meridian Road.

Motorists traveling northbound on Main Street across Franklin Road would have

the option of continuing north on Main Street in the outside travel lane, transitioning to and continuing north on Meridian Road, or making a u-turn maneuver and proceeding south on Meridian Road.

Motorists traveling south on Main Street would be provided with several opportunities to transition to Meridian Road should their desired destination be south of the transition area. North of the railroad corridor, any of the local east/west streets (Broadway Avenue, Idaho Avenue, Pine Avenue, etc.) would provide motorists this transition opportunity. South of the railroad tracks a motorist could either utilize Bower Street or continue south to the transition roadway, make a right turn, and access southbound Meridian Road via the u-turn movement provided.

It is important to note that Figure 4.7 (page 64) is intended for illustrative purposes only. As ACHD and the City move from a conceptual layout to design, the concept presented will change to accommodate specific design elements such as appropriate curve radii, sight distance, and side street connections. Additional ideas have been discussed in relation to providing the safest and most efficient transition from southbound Main Street (south of the railroad corridor) to southbound Meridian Road. One of these is the potential to add an east/west connection between Main Street and Meridian Road along the general alignment of Taylor Avenue.

Figure 4.8: Meridian Road/Main Street/Central Drive/Waltman Lane Intersection Reconfiguration

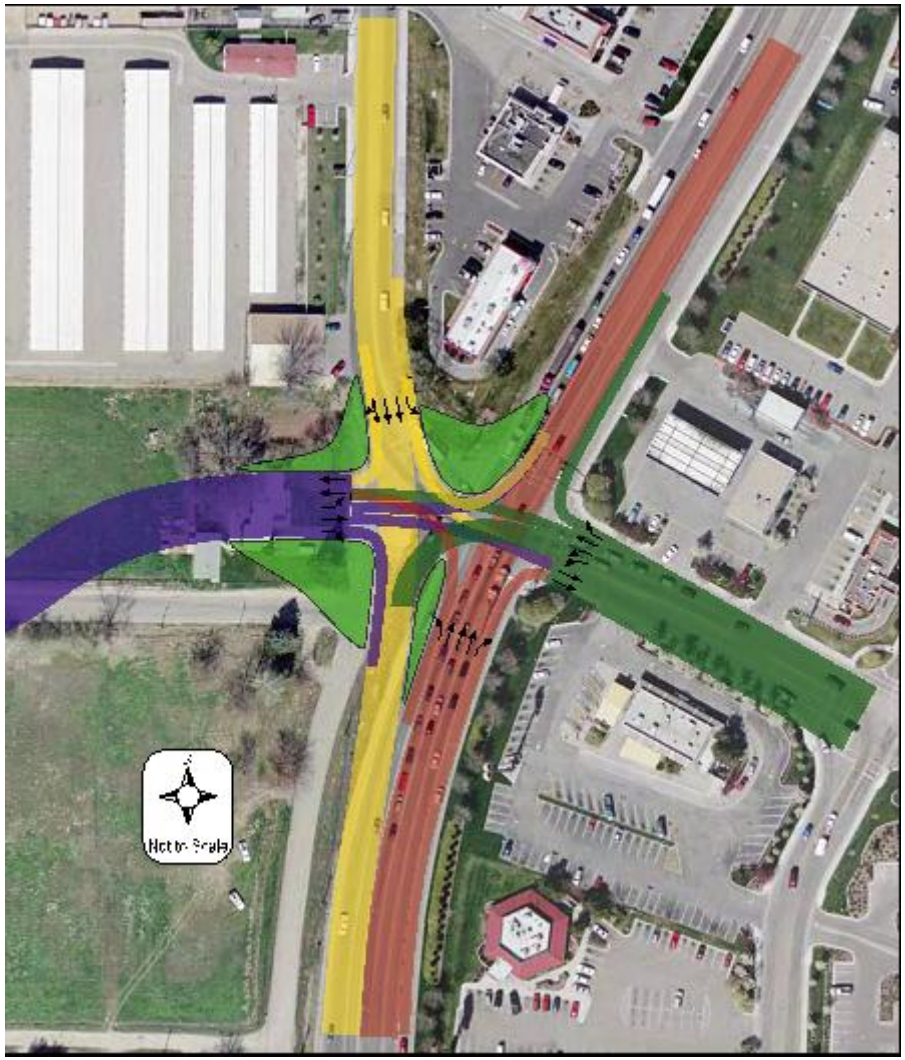


Figure 4.8 depicts the proposed Meridian Road/Main Street/Central Drive/Waltman Lane intersection. This intersection will be greatly improved through the implementation of the one-way couplet in the south end of the corridor. One way operations will allow for reconstruction of the intersection to accommodate greater traffic volumes and increased access opportunities as recommended here in the TMP.

- *Access to key subareas of Central Meridian*: There are five key subareas in Central Meridian where access will be enhanced with the implementation of the Split Corridor alternative:

  1. Waltman Lane commercial area. Access to this subarea is extremely limited. The existing connection to Meridian Road is not only awkward but very low capacity. Redesign of the overall Meridian Road/Main Street/Central Drive/Waltman Lane intersection, as shown in Figure 4.7, will greatly improve development potential. While this is good news, it is particularly helpful to the City in that the area falls within the urban renewal district.
  2. Industrial area along the railroad. It is likely that industrial uses will continue for the foreseeable future along the railroad, particularly west of Meridian Road. Planning level evaluation of the Split Corridor alternative indicates that reasonable

turning movements by commercial vehicles can be accommodated onto and off of Meridian Road and Main. The couplet treatment at key Franklin intersections should also benefit commercial vehicles. Details related to specific access and intersection turning accommodations will be addressed further as design and implementation activities move forward and are discussed in greater detail in Section 5.

3. Residential areas west and east of Downtown. Currently pedestrians are faced with heavy traffic volumes on both Meridian Road and East Main. People who need to walk east-west, including school children face a daunting task of getting across this area safely. By focusing through-traffic onto Meridian Road, Main Street will become a pedestrian-priority area. On Main Street, traffic volumes will be significantly less and motorists will be more likely to drive at lower speeds. Cars will be required to yield the right-of-way to crossing pedestrians. On Meridian Road, it is recommended that a signalized pedestrian crosswalk be considered at Carlton Avenue, adjacent to the elementary school. This crossing, in addition to the signal further south on Pine Avenue will help provide safe access opportunities to key pedestrian destinations.
4. Residential and commercial areas east of Main Street and north of Franklin Road. Several residents have noted how difficult it is to turn left onto Main Street in this area. Design of the couplet will allow these residents to access Main Street via Bower Street or possibly Ada Avenue. Rather than needing to find a gap in both directions of traffic, motorists will need only to consider northbound traffic. A U-turn movement will be provided to allow motorists in this area the opportunity to circulate in both a northbound and southbound direction. Specifics related to the Split Corridor transition area are discussed further in Section 5.

Alternatively, improvements to Third Street will also help these residents access Meridian Road via Franklin Road.

5. Commercial area west of Meridian Road and south of Franklin Road. Corporate Drive will be extended west to Southwest Fifth Avenue to greatly improve both access and internal circulation to this area.

- *Improved internal circulation routes:* It is recommended that several key streets be extended in an effort to improve Downtown circulation. These include Third Street in Downtown, Corporate Drive west of Meridian Road to Southwest Fifth Avenue, Broadway to Commercial Avenue, and Pine Avenue to Eagle Road. Improvements to these facilities will greatly enhance east-west route choices for motorists, transit vehicles, pedestrians and cyclers.

- *Improved connection to regional circulation system:* Connection to the regional circulation system will be greatly enhanced along Fairview Avenue/Cherry Lane, Franklin Road and Pine Avenue. The Waltman Lane intersection refinement and one way couplet configuration will improve the connection to I-84 and preserve the potential for future improvements associated with the I-84/Meridian Road interchange. Currently planned projects (especially Ten Mile interchange, Locust Grove overpass and Linder overpass) also will improve the system.

Inside and out, in all directions, the Split Corridor system will serve to connect Central Meridian to its markets, strengthen the Downtown, facilitate through-traffic and provide a transportation management program that can serve the community for many years to come.

Section 5
Implementation Program

5.1 Implementation System

A three-point process is necessary for successful implementation of the TMP preferred alternative. The three points in brief are:

1. Organization & Design
2. Funding
3. Physical Improvements

5.2 Organization & Design

This first element in the implementation process relates to the fundamental principles of collaboration, innovation and determination among the various stakeholders. The stakeholders need to capitalize on the momentum that has been created and continue moving the process forward through proactive cooperation. This is a complex program that has found a successful integration of community, transportation and fiscal priorities. In this context, it appears to be a fine prototype for community-transportation organization partnerships.

The following is a list of organizational action items that will assist stakeholders in developing additional support and resources for implementation:

- Submit the Final Downtown Meridian Transportation Management Plan to the City and ACHD for review.

- Conduct additional formal public hearings with City Council and ACHD Commissioners as necessary.
- Refine and adopt the Plan.
- Develop and execute a community outreach/education program. Communicate key elements of the Plan to stakeholders through the preparation and distribution of various communication media, e.g. brochures, presentations, etc.
- Shift and/or reprioritize roadway projects within Meridian to give priority to implementation of the Split Corridor. This would be the responsibility of City of Meridian staff with guidance from ACHD staff, and approval by City Council and ACHD Commissioners.
- Notify and seek assistance from State politicians. This project will affect many people from multiple communities. State support should be considered as a potential resource. The mayor should be the leader for this effort.
- Seek outside resources. City staff should lead this effort with assistance from the program and design team. See Section 5.3.
- Prepare a construction mitigation plan. This plan will help minimize impacts on businesses, residents, emergency vehicle access, through traffic, and other facets of day-to-day access. Workshops should be undertaken to have regular exchanges of ideas and needs. Particularly important will be:
    - Creating a system to keep public safety officials advised of what streets are open during construction.
    - Establishing emergency procedures to anticipate problems. For example, if a water main is broken, how will restaurants and other water-using businesses get access to water?
    - How will customer access to commercial areas be ensured throughout construction?

The mitigation plan should include a marketing campaign that aggressively seeks to draw customers to commercial areas during construction. A creative campaign can even improve business during construction.

5.3 Funding

In a parallel and closely related effort to organization, the element of funding should begin immediately. Not only is this process element extremely important but highly sensitive as well.

The following is a list of funding action items that will assist stakeholders in identifying and programming funding sources for implementation:

- Conduct a funding workshop to consider means and processes. This workshop should be jointly facilitated by ACHD and City staff. Participants should include City Council and ACHD Commissioners. The purpose should be to consider ACHD's and the City's missions and roles in transportation planning, relative costs of the three finalist alternatives, potential resources to help cover these costs, and a discussion to define a process for negotiation of ACHD's funding level of the project. The workshop should not be the place or time for this negotiation. Clarification of issues, needs and alternatives should be the framework.
- Negotiate funding responsibilities: ACHD and the City should designate representatives to initiate negotiation of funding for the project. These parties should meet as soon as possible after the funding workshop to address the matter.

- Investigate additional resources for funding the project, per Appendix 5. This activity should be initially investigated by the program and design committee. Formal follow-up should be undertaken by appropriate staff at ACHD and the City.
- Acquire/commit resources

5.4 Physical Improvements

The purpose of this section is to discuss the implementation effort related to additional planning tasks, design activities and ultimately construction of physical improvements. The four general physical improvement categories are:

1. Regional Roadway Network Improvements
2. Preferred Alternative (Split Corridor) Improvements
3. Downtown Circulation Improvements
4. Alternative Modes

Regional Roadway Network Improvements

An important base assumption throughout the study has been the implementation of key regional improvements within the study area by the year 2030. The implementation of these improvements will be critical if the preferred alternative itself is to be successfully implemented. Regional improvements include construction of the Ten-Mile interchange, construction of the Linder Road and Locust Grove I-84 overpasses, improvements to the Meridian Road interchange, and the widening of Fairview Avenue (Cherry Lane) to six lanes. Although analysis has shown that the preferred alternative alone adds significant additional capacity to

the study area and regional roadway network, the full benefit will not be realized without construction of these supporting regional facilities.

Ten-Mile Road Interchange, Linder Road, and Locust Grove Road: Ten-Mile Road and Meridian Road currently provide the only north/south connections across I-84 between Eagle Road and Ten Mile, a distance of four miles. These two facilities serve a north/south daily demand of approximately 45,000 vehicles on a total of six general purpose travel lanes.

In the year 2030, the projected north/south daily demand within this same area is projected to be upwards of 112,000 vehicles per day for all overpasses combined. This represents a total increase of 149%. With the preferred alternative, this north/south demand over I-84 would be served as follows:

- Ten-Mile Interchange – 25,000 daily overpass trips on 4 general purpose lanes.
- Linder Road Overpass – 16,000 daily overpass trips on 2-3 general purpose lanes.
- Meridian Road Interchange – 45,000 daily overpass trips on 4-6 general purpose lanes.
- Locust Grove Road Overpass – 26,000 daily overpass trips on 4 general purpose lanes.

Not only will improvements to Ten-Mile Road at I-84 help in accommodating the north/south demand, but it will provide substantial relief to I-84 oriented traffic utilizing the Meridian Road interchange.

The Meridian Road interchange currently serves approximately 42,000 ramp trips and 38,000 overpass trips per day. In the year 2030, if constructed, the Ten-

Mile interchange would accommodate approximately 32,000 daily ramp trips and 25,000 daily overpass trips while the Meridian Road interchange would increase to 49,000 ramp trips and 45,000 overpass trips per day. (These figures were obtained from a traffic generation computer model managed by COMPASS.) Without the Ten-Mile interchange in the future, access to I-84 to/from Meridian will be significantly constrained.

Meridian Road Interchange: Although the Meridian Road/I-84 interchange is within the boundaries of the study area, it was not included as a part of the detailed traffic operations analysis. As traffic volumes on I-84 and Meridian Road continue to increase and other regional improvements are implemented, ACHD and the City should look closely at the future operational interface between I-84 and Meridian Road. It is anticipated that the Meridian Road Interchange will be reconstructed as part of the I-84 Corridor improvements after the Ten Mile Interchange is built.

Fairview Avenue (Cherry Lane): For east/west motorists, a necessary regional improvement within the study area is the widening of Fairview Avenue (Cherry Lane) from 4-lanes to 6-lanes prior to 2030. Without additional lanes, the section of Fairview Avenue in the vicinity of Main Street and Meridian Road will experience severe congestion during morning and evening peak periods.

Westbound 2030 PM peak hour traffic volumes on Franklin Avenue immediately east of Main Street are expected to approach 2,400 vehicles, far exceeding the capacity of the two lanes currently provided. Although AM peak hour traffic volumes were not specifically developed as a part of this study, a similar traffic volume can be anticipated on the eastbound leg of the Meridian Road/Fairview Avenue (Cherry Lane) intersection during the AM peak hour.

Regional Roadway Network Improvement Action Items:

The City's Transportation Taskforce should work with the City Council evaluate and prioritize key transportation projects in the context of their overall transportation program. This evaluation should include collaboration with ACHD, ITD and COMPASS to integrate at least following projects into these agencies' transportation improvement plans:

1. Continue emphasis on environmental analysis of, funding for and construction of the Ten-Mile interchange and associated roadway network improvements north and south of I-84.
2. Continue emphasis on construction of the Locust Grove Road overpass and associated roadway network improvements north and south of I-84.
3. Increase emphasis on analysis of, funding for and construction of the Linder Road overpass.
4. Initiate emphasis for the study of future traffic operations at the Meridian Road/I-84 interchange.
5. Initiate emphasis on funding for and widening of Fairview Avenue (Cherry Lane) to six lanes within the vicinity of Meridian Road and Main Street.

Preferred Alternative (Split Corridor) Improvements

Prior to implementation, a significant amount of additional analyses, design and construction activities will be required to fully develop the Split Corridor alternative.

Additional Analyses Action Items

From a design and traffic operations perspective, the following additional analyses, outside the scope of this study, would be helpful in providing additional insight into the Split Corridor alternative:

- Intersection signalization studies (Warrant Studies) – With implementation of the split corridor alternative, additional signalized intersections along the widened section of Meridian Road north of the rail road corridor may prove beneficial to circulation in the Downtown district. Studies conducted in accordance with procedures set forth by ACHD and The Manual On Uniform Traffic Control Devices (MUTCD) will provide information necessary in determining the need for additional signalized intersections.
- Waltman Lane Land Uses & Related Trip Generation Study – The PM peak hour traffic operations analysis showed that the Meridian Road/Main Street/Central Drive/Waltman Lane intersection could operate "acceptably" while providing direct access to Waltman Lane. This conclusion was based on assumed PM peak hour traffic volumes for Waltman Lane. As the City moves forward with development plans for the Waltman Lane subdistrict, it will be important to further analyze the potential land use development scenarios and associated trip generation

characteristics to determine the actual volumes of traffic that can be reasonably accommodated on the Waltman Lane leg of the intersection.

- AM Peak Hour Traffic Operations Analysis – The PM peak hour was determined to be the critical peak hour for the purposes of this study and recommendations are based on traffic analysis for this time period. Additional insights related to lane requirements, turn lane storage lengths, and signal timing could be obtained through an AM peak hour traffic operations analysis.
- Key Corridor Transition Intersections/Roadway Segments – Further analyses/microsimulation of the following intersections/roadway segments would provide additional insight related to potential driveway access conflicts, lane configurations, turn lane storage requirements, and signal timing:
  - Split Corridor transition section between Franklin Road and the Railroad corridor
  - Meridian Road/Fairview Avenue/Cherry Lane
  - Main Street/Fairview Avenue
  - Meridian Road/Franklin Road
  - Main Street/Franklin Road
  - Meridian Road/Main Street/Central Drive/Waltman Lane

These additional analyses would be especially useful should there be a need to look at the traffic operating conditions of various phasing improvement alternatives (short and long term).

Design and Construction Action Items

It will be important that preliminary design activities begin as soon as possible in order to take advantage of the momentum developed as a part of this study. Preliminary design activities should be focused in the following areas:

- Meridian Road/Main Street/Central Drive/Waltman Lane Intersection – This would include both the design activities and acquisition of necessary right-of-way. Plans would include new signing and striping, signal intersection modifications, pavement construction and widening, curb, gutter, and sidewalk improvements, landscaping, gateway treatments, and necessary modifications to drainage structures and other utilities.
- One-Way Couplet, Southern Portion – This may include interim plans to accommodate the transition between Main Street and Meridian Road on either Franklin Road or an east-west street immediately north of Franklin Road. Plans would include new signing and striping, signalized intersection modifications, pavement construction and widening, curb, gutter, and sidewalk improvements, and necessary modifications to drainage structures and other utilities.
- Five-lane section of Meridian Road north of the railroad corridor – this effort will require significant right-of-way acquisition. Plans would include new signing and striping, signalized intersection modifications, new signalized intersections, signalized crosswalks, pavement construction and widening, curb, gutter, and sidewalk improvements, and necessary modifications to drainage structures and other utilities.
- One Way Split Corridor Transition between the intersection of Main Street/Franklin Road and Meridian Road/railroad tracks – As with the five-lane section of Meridian Road, this effort will require significant

right-of-way acquisition. Plans would include new signing and striping, signalized intersection modifications, curb, gutter, and sidewalk improvements, landscaping, gateway treatments, potential side street realignments, and necessary modifications to drainage structures and other utilities.

Phasing the Split Corridor

Initial thoughts are that the Split Corridor alternative could be implemented in phases in an effort to spread out costs and keep impacts at a manageable level. The first phase would likely include the improvements to the Meridian Road/Main Street/Central Drive/Waltman Lane Intersection and an interim conversion to a one-way couplet system in the southern portion of the corridor. The second phase would include widening of Meridian Road north of the railroad to five lanes and construction of the one-way transition between Main Street and Meridian Road north of Franklin Road. With construction of the second phase, the interim couplet would be expanded to its full length, from the Meridian Road/Main Street/Central Drive/Waltman Lane Intersection to the railroad tracks, including connections to both Main Street and Meridian Road.

These efforts must be closely coordinated with other programmed projects affecting downtown Meridian corridor traffic including improvements to Locust Grove, Linder and Fairview Roads.

Due to the potential for substantial business, residential, and commuter impacts in this busy corridor, an extraordinary effort will be necessary to plan and phase construction work. Communication with all affected parties and the general public will be critical. These projects should be evaluated by the Meridian Transportation

Task Force and Council for priority and submitted to ACHD to insert into a future work program.

Downtown Circulation Improvements

Improvements within the downtown area will complement both the regional and Split Corridor improvements. Although important, these improvements are not essential to the immediate implementation of either the regional or Split Corridor improvements. As development and redevelopment in Downtown continues, the importance and relevance of these circulation improvements will increase.

East 3rd Street

Substantial consideration was given to East 3rd Street as an alternative to the Split Corridor option as has been discussed. Although it was not determined to be a viable regional solution, East 3rd Street is and will continue to be an important street for Downtown circulation. It should be improved as a significant collector for local traffic between Franklin and Fairview.

Key action items include:

1. Initiate study to determine short and long term street improvement priorities related to ultimate roadway alignment, right-of-way, curb, gutter, sidewalk, lane configuration, landscape/streetscape improvements, and upgrade of the railroad crossing. Study limits would include Franklin Road to the south and Fairview Avenue to the north.
2. Increase emphasis, via education and wayfinding, on East 3rd Street as a viable alternate to Meridian Road and Main Street within Downtown.

3. Initiate effort to identify and commit funds for future corridor improvements.
4. Design and construct improvements.

Broadway Avenue

As development and redevelopment along the railroad corridor continues, Broadway Avenue will become an important east-west link in the Downtown Meridian circulation system. It is proposed that Broadway be extended east at least to Locust Grove Road by connecting with Commercial Avenue.

Key action items include:

1. Initiate study to determine short and long term street improvement priorities related to ultimate roadway alignment, right-of-way, curb, gutter, sidewalk, lane configuration, landscape/streetscape improvements, and upgrade of the railroad crossing. Study limits would include Meridian Road to the west and Locust Grove Road or Eagle Road to the east.
2. Initiate effort to identify and commit funds for future corridor improvements.
3. Design and construct improvements.

Pine Avenue

The completion of Pine Avenue between Locust Grove Road and Eagle Road will provide yet another option for Downtown Meridian oriented motorists. Like Broadway, Pine Avenue will continue to be an important east-west link in the

Downtown Meridian circulation system. Because of the higher volumes of traffic anticipated on Pine Avenue when it connects to Eagle Road, the City should pay close attention to the desired future land uses along the Pine corridor.

Key action items include:

1. Initiate study to determine short and long term street improvement priorities related to ultimate roadway alignment, right-of-way, curb, gutter, sidewalk, lane configuration, landscape/streetscape improvements, and upgrade of the rail road crossing. Study limits would include Meridian Road to Eagle Road.
2. Increase emphasis, via education and wayfinding, on Pine Avenue as a viable alternate to Franklin Road and Fairview Avenue within Meridian.
3. Initiate effort to identify and commit funds for future corridor improvements.
4. Design and construct improvements.

Alternative Modes

Much of the attention with this study has been given to vehicular solutions within the corridor. However, emphasis on successfully integrating alternative modes of transportation, including transit, walking and bicycling is critical to the overall welfare of Downtown circulation.

Transit

As densities within the Downtown district increase, transit will become a more viable mode for residents, business patrons and visitors. Not only will bus

service be more economically viable, but Downtown Meridian is uniquely positioned adjacent to a significant potential rail transit line along the existing railroad right-of-way.

Key action items related to transit include:

1. Increase support and awareness of and participation in the Valley Regional Transit "Regional Operations and Capital Improvement Plan" implementation. This plan addresses all regional services in Ada and Canyon counties as well as ACHD Commuteride. The plan further defines and provides a foundation and direction for the expansion of services as budgetary considerations evolve.
2. Initiate efforts to facilitate additional emphasis on and consideration of the 2003 Valley Regional Transit "Rail Corridor Evaluation Study".
3. Increase emphasis on transit oriented development policy and related business incentives.
4. Increase awareness of and participation in the ACHD Commuteride program.

<u>Bicycle and Pedestrian Networks</u>

As it relates to bicycles and pedestrians, continued emphasis should be placed on the Ridge-to-Rivers Pathway Plan produced by COMPASS. This plan identifies several on-street bikeways that include a combination of sidewalks, bicycle lanes, and bicycle routes designated to create a safer environment for all users.

In addition, the City should look at supplementing the Ridge-to-Rivers Plan by creating a Citywide Pedestrian and/or Bicycle Master Plan.

5.5 Implementation Matrix

Actions recommended in this section are summarized in Tables 5.1a and 5.1b. The tables specify recommended actions, timing and responsibilities for leading organizations, including:

	Code in Tables
City of Meridian	City
Ada County Highway District	ACHD
Meridian Development Corporation	MDC
Idaho Transportation Department	ITD

These recommendations are advisory only. The organizations should refine recommendations to suit their various needs and conditions.

Table 5.1a: TMP Implementation Actions, Timeline and Responsibilities

	Strategy / Project	YEAR					Responsibility	
		2005	2006	2007	2008	2009+	Lead	Team
A	*Organization*							
	1 Submit Final Draft TMP to City & ACHD for Review						City	ACHD
	2 Conduct Public Hearing Process						City	ACHD
	3 Refine & Adopt Plan						City	ACHD
	4 Develop a Community Outreach/Education Program						MDC	City/ACHD
	5 Reprioritize Meridian Roadway Projects to Support Program						City	ACHD
	6 Seek Support from State Elected Officials						City	
B	*Funding*							
	1 Conduct a Funding Workshop; Consider Means, Processes						City	ACHD/MDC/ITD
	2 Negotiate Funding Responsibilities						City	ACHD/MDC
	3 Investigate Additional Resources						MDC	
	4 Acquire/Commit Resources						City	MDC/ACHD/ITD
C	*Physical Improvements*							
	Regional Roadway Network Improvements							
	1 Endorse & Promote 10-Mile Interchange						City	ACHD/MDC/ITD
	2 Endorse & Promote Linder Road Overpass						City	ACHD/MDC/ITD
	3 Endorse & Promote Meridian Road Interchange Improvement						City	ACHD/MDC/ITD
	4 Construct Locust Grove Road Overpass						ACHD	City/ITD
	5 Endorse/Promote Widening Cherry Lane/Fairview to 6 Lanes						City	ACHD/MDC

Table 5.1b: TMP Implementation Actions, Timeline and Responsibilities

	Strategy / Project	YEAR					Responsibility	
		2005	2006	2007	2008	2009+	Lead	Team
C	*Physical Improvements, Continued*							
	Preferred Alternative (Split Corridor) Improvements							
	(Conduct Appropriate Research & Planning on:)							
	6 Intersection signalization studies (Warrant Studies)	■	■				ACHD	City
	7 Waltman Lane Land Uses & Related Trip Generation Study	■	■				City	ACHD
	8 AM Peak Hour Traffic Operations Analysis	■	■				ACHD	City
	9 Key Corridor Transition Intersections/Roadway Segments	■	■				ACHD	City
	(Conduct Design:)							
	10 Prepare a Construction Mitigation Plan		■	■	■	■	ACHD	City/MDC
	11 Meridian/Main/Central/Waltman Intersection		■	■			ACHD	City
	12 One-Way Couplet southern portion		■	■			ACHD	City
	13 Five-lane section of Meridian Road north of the railroad			■	■		ACHD	City
	14 Split Corridor Transition Area			■	■		ACHD	City
	15 Downtown Internal Circulation: Pine, 3rd, Broadway, Etc.				■	■	ACHD	City
	(Construct Split Corridor System)							
	16 Right of Way acquisition		■	■	■	■	ACHD	
	17 Construction			■	■	■	ACHD	
	Alternative Modes							
	For Transit…							
	18 Increase support for ValleyRegional Trnst in Meridian	■	■	■	■	■	City	MDC
	19 Address ValleyReg'l Trnst Rail Corridor Study Recommen's	■	■	■	■	■	City	MDC
	20 Strengthen transit oriented policies and incentives	■	■	■	■	■	City	MDC
	21 Support the ACHD Commuterride program	■	■	■	■	■	ACHD	City
	For Bicycle and Pedestrian Networks…							
	22 Integrate Ridge-to-Rivers Pathway Plan with TMP	■	■				City	ACHD
	23 Create a Citywide Pedestrian and Bicycle Master Plan	■	■				City	ACHD/MDC
	24 Officially Endorse Downtown as a Pedestrian Priority Area	■					City	
	25 Develop Regulations & Signage to Enhance Pedestrian Area	■	■	■	■	■	City	ACHD

Appendices

Appendix 1
Regional Traffic Volumes (Prepared by COMPASS)

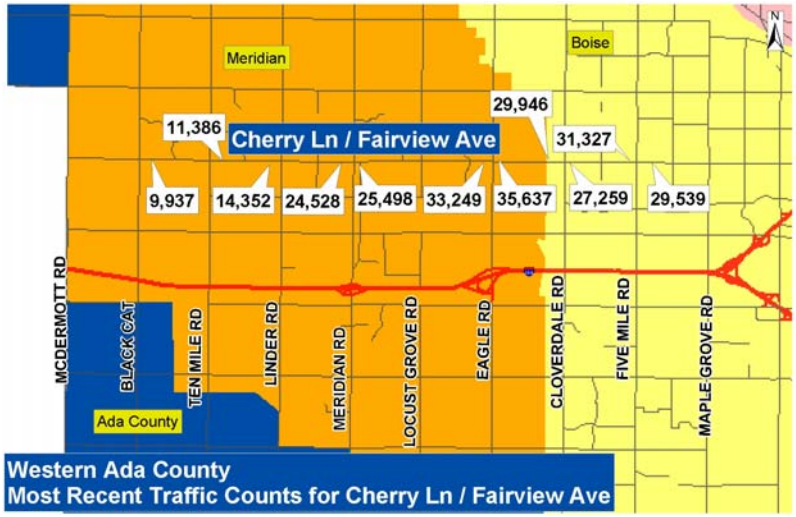
Appendix 2
Traffic Operations Analysis Memorandum

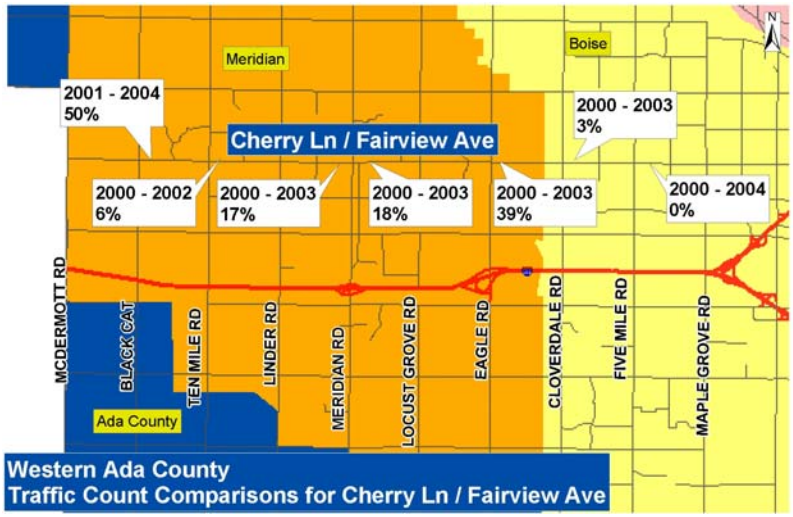
Appendix 3
Downtown Meridian Transportation Management Planning Process
Progress Report, November 30, 2004

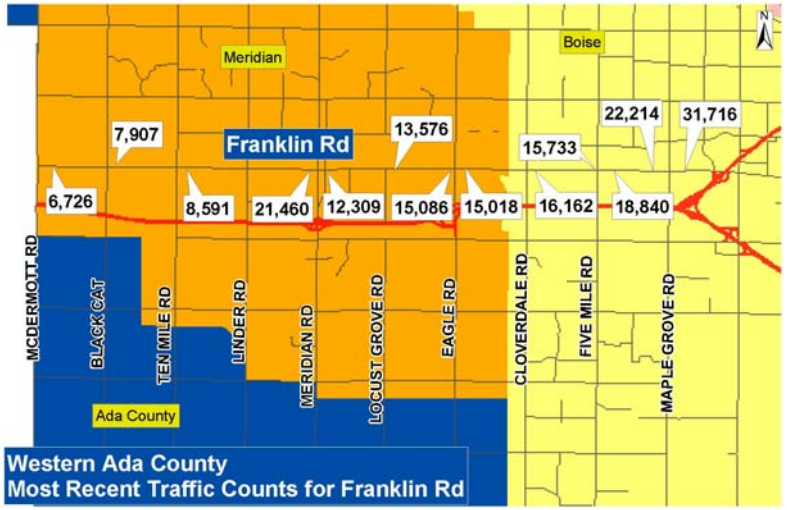
Appendix 4
Written Public Comments from Public Meeting,
January 19, 2005

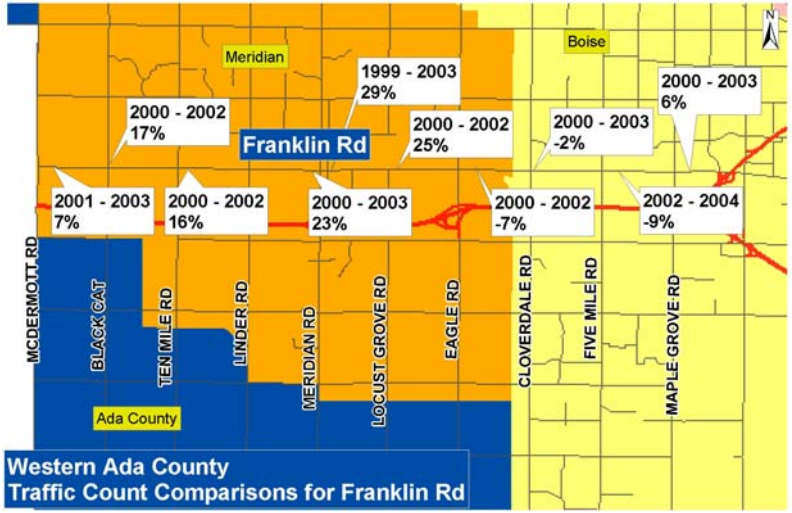
Appendix 5
Potential Resources for Implementing the Downtown Meridian Transportation Management Plan

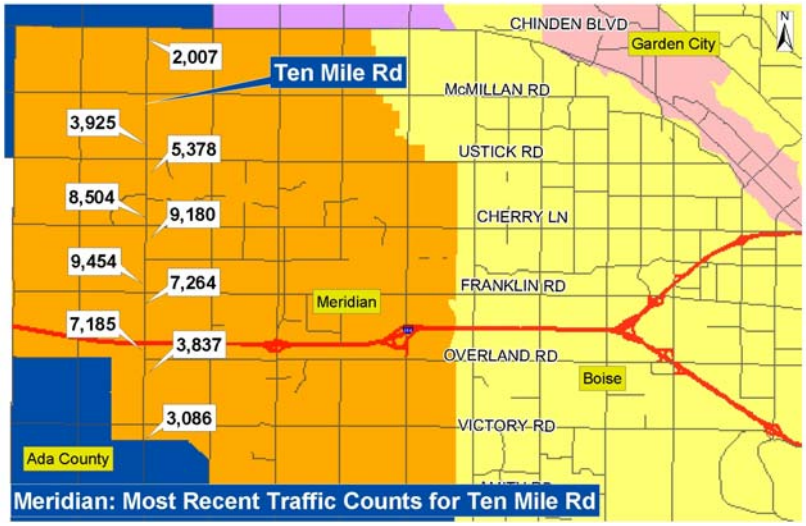
Appendix 1
Regional Traffic Volumes (Prepared by COMPASS)

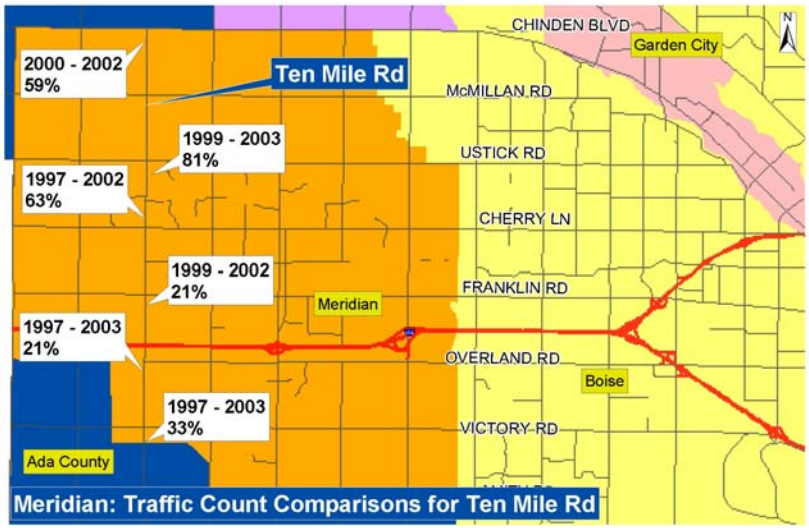


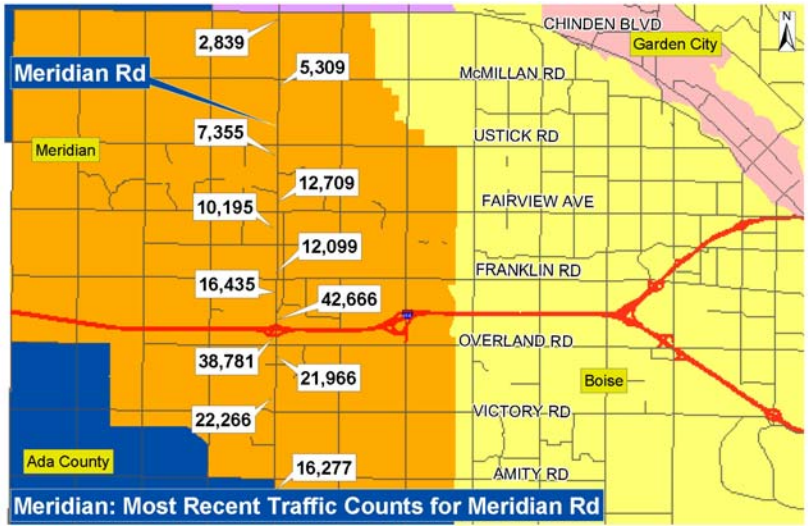


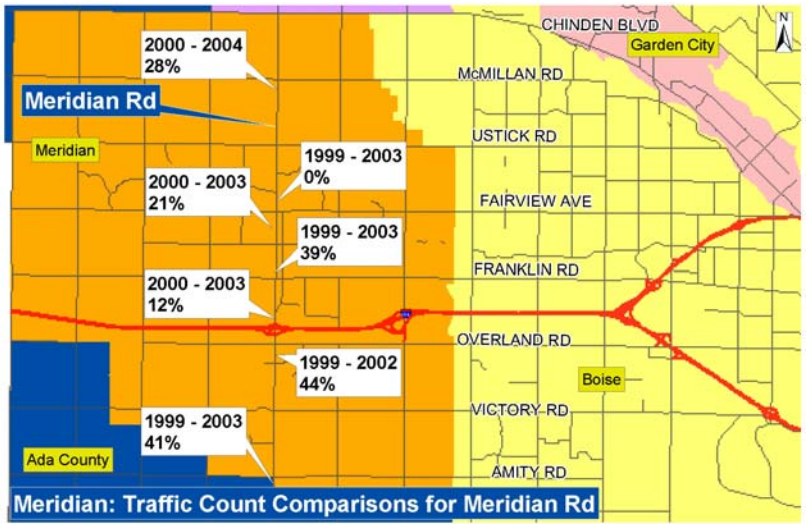


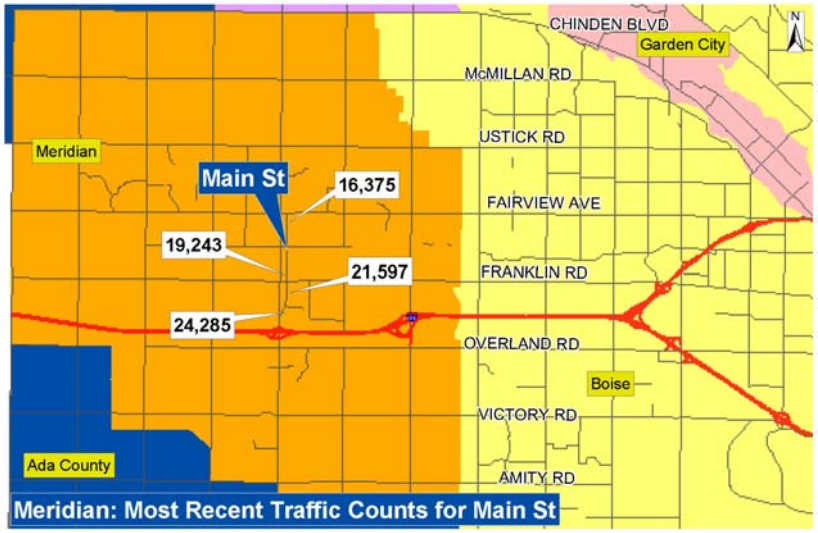


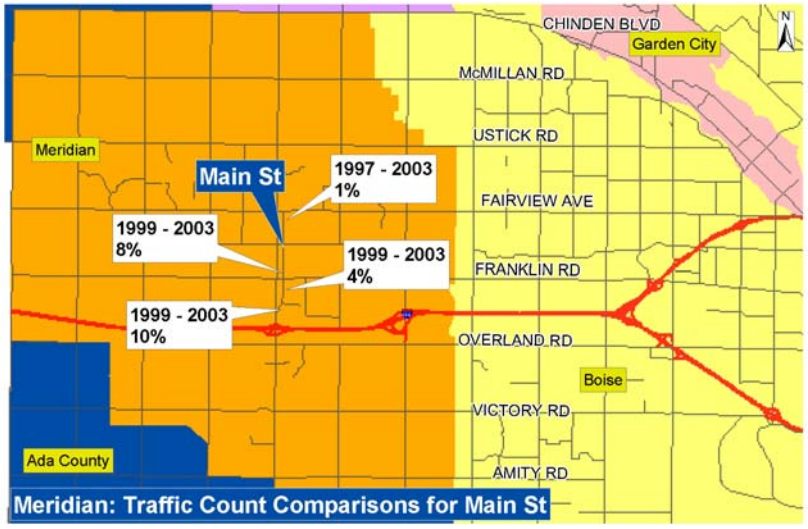

CHINDEN BLVD
Garden City
Ten Mile Rd
McMILLAN RD
USTICK RD
CHERRY LN
FRANKLIN RD
Meridian
OVERLAND RD
Boise
VICTORY RD
Ada County
2,007
3,925
5,378
8,504
9,180
9,454
7,264
7,185
3,837
3,086
Meridian: Most Recent Traffic Counts for Ten Mile Rd

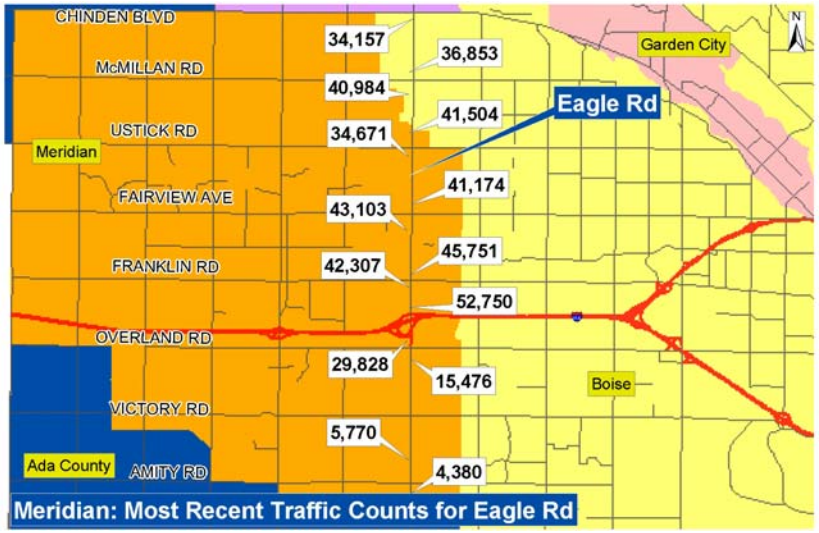

CHINDEN BLVD
Garden City
Ten Mile Rd
McMILLAN RD
USTICK RD
CHERRY LN
FRANKLIN RD
Meridian
OVERLAND RD
Boise
VICTORY RD
Ada County
2000 - 2002
59%
1999 - 2003
81%
1997 - 2002
63%
1999 - 2002
21%
1997 - 2003
21%
1997 - 2003
33%
Meridian: Traffic Count Comparisons for Ten Mile Rd

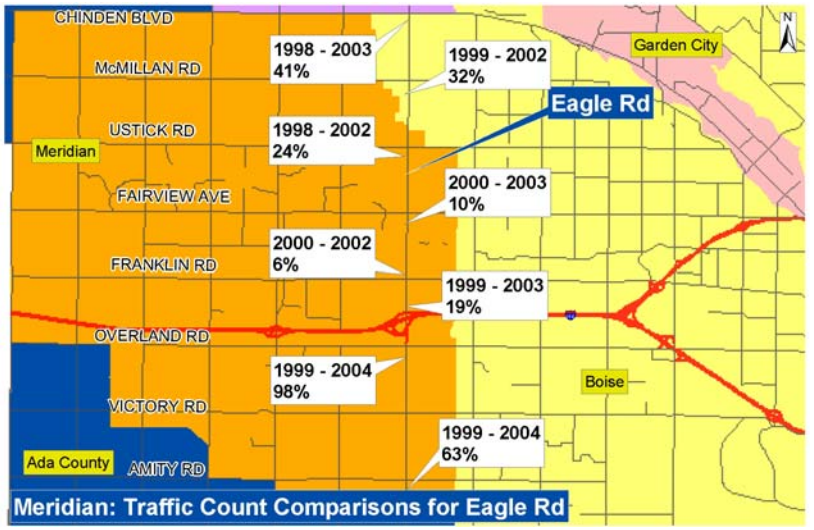

CHINDEN BLVD
Garden City
Meridian Rd
McMILLAN RD
Meridian
USTICK RD
FAIRVIEW AVE
FRANKLIN RD
OVERLAND RD
Boise
VICTORY RD
AMITY RD
Ada County
2,839
5,309
7,355
12,709
10,195
12,099
16,435
42,666
38,781
21,966
22,266
16,277
Meridian: Most Recent Traffic Counts for Meridian Rd

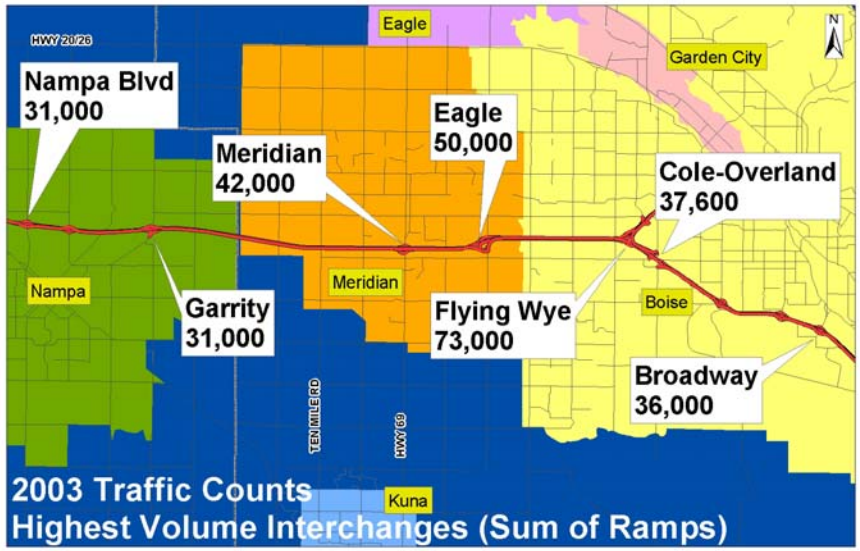

CHINDEN BLVD
Garden City
Meridian Rd
McMILLAN RD
Meridian
USTICK RD
FAIRVIEW AVE
FRANKLIN RD
OVERLAND RD
Boise
VICTORY RD
AMITY RD
Ada County
2000 - 2004
28%
1999 - 2003
0%
2000 - 2003
21%
1999 - 2003
39%
2000 - 2003
12%
1999 - 2002
44%
1999 - 2003
41%
Meridian: Traffic Count Comparisons for Meridian Rd

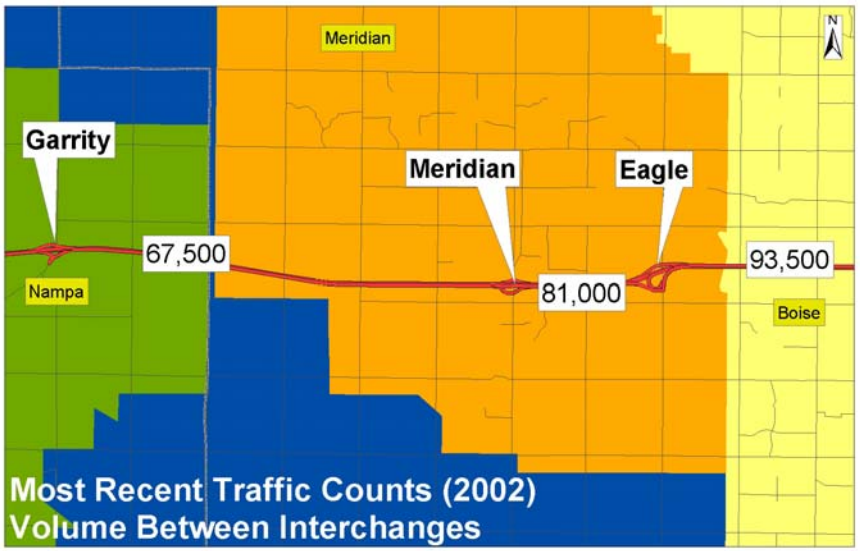

CHINDEN BLVD
Garden City
McMILLAN RD
USTICK RD
Meridian
Main St
16,375
FAIRVIEW AVE
19,243
21,597
FRANKLIN RD
24,285
OVERLAND RD
Boise
VICTORY RD
Ada County
AMITY RD
Meridian: Most Recent Traffic Counts for Main St


CHINDEN BLVD
Garden City
McMILLAN RD
USTICK RD
Meridian
Main St
1997 - 2003
1%
FAIRVIEW AVE
1999 - 2003
8%
1999 - 2003
4%
FRANKLIN RD
1999 - 2003
10%
OVERLAND RD
Boise
VICTORY RD
Ada County
AMITY RD
Meridian: Traffic Count Comparisons for Main St


CHINDEN BLVD
34,157
36,853
Garden City
McMILLAN RD
40,984
41,504
Eagle Rd
USTICK RD
34,671
Meridian
41,174
FAIRVIEW AVE
43,103
45,751
FRANKLIN RD
42,307
52,750
OVERLAND RD
29,828
15,476
Boise
VICTORY RD
5,770
Ada County
AMITY RD
4,380
Meridian: Most Recent Traffic Counts for Eagle Rd


CHINDEN BLVD
1998 - 2003
41%
1999 - 2002
32%
Garden City
McMILLAN RD
Eagle Rd
USTICK RD
1998 - 2002
24%
Meridian
2000 - 2003
10%
FAIRVIEW AVE
2000 - 2002
6%
FRANKLIN RD
1999 - 2003
19%
OVERLAND RD
1999 - 2004
98%
Boise
VICTORY RD
1999 - 2004
63%
Ada County
AMITY RD
Meridian: Traffic Count Comparisons for Eagle Rd


HWY 20/26
Eagle
Garden City
Nampa Blvd
31,000
Meridian
42,000
Eagle
50,000
Cole-Overland
37,600
Nampa
Garrity
31,000
Meridian
Flying Wye
73,000
Boise
Broadway
36,000
TEN MILE RD
HWY 69
Kuna
2003 Traffic Counts
Highest Volume Interchanges (Sum of Ramps)


Meridian
Garrity
Meridian
Eagle
67,500
93,500
Nampa
81,000
Boise
Most Recent Traffic Counts (2002)
Volume Between Interchanges

Appendix 2
Traffic Operations Analysis Memorandum

FEHR & PEERS
TRANSPORTATION CONSULTANTS

MEMORANDUM

Date: December 3, 2004

To: DMTMP Client Team

From: Fehr & Peers

Subject: ***Downtown Meridian Transportation Management Plan Traffic Operations Analysis***

1044-580

INTRODUCTION

The purpose of this technical memorandum is twofold:

1) To provide a detailed summary of inputs, assumptions, and findings related to the Downtown Meridian Transportation Management Plan (DMTMP) traffic operations analysis as requested at our November 16th Steering Team meeting.

2) To provide information regarding specific traffic operations Measures of Effectiveness (MOEs), several of which are represented in the Multi-Criteria Evaluation Matrix prepared by The Hudson Company.

The memorandum is not intended for general distribution given the technical complexity of much of the content. It is also not intended to summarize conclusions or recommendations from the analysis. Conclusions and recommendations will be discussed by the Client Team in conjunction with a review of the Multi-Criteria Evaluation matrix. A more general description of the inputs, findings/conclusions, and recommendations will be provided later as directed by the Client Team.

The analysis focuses on the Meridian Road and Main Street corridors between the Waltman Lane/Central Drive intersection on the south and the Fairview Avenue (Cherry Lane) intersections to the north.

As a part of the analysis, five scenarios were evaluated; Existing Conditions, Future (2030) Baseline, Alternative A - One-Way Couplet (2030), Alternative B - Widen Meridian (2030), and Alternative C – Split Corridor (2030). Each scenario is described in greater detail below:

- Existing Conditions: Current intersection and roadway configuration, signal timing, and intersection turning movement counts.

- Future Baseline: Long range transportation improvements (planned and programmed) and year 2030 traffic conditions. Key long range improvements include an interchange at 10-mile Road and I-84 crossings at Linder Road and Locust Grove Road.

- Alternative A - One-way couplet: One-way operations northbound on Main Street and southbound on Meridian Road between Central Drive and Fairview Avenue. This scenario incorporates substantial modifications to the Waltman Lane/Central Drive intersection and 2030 traffic conditions. This alternative was the recommended improvement scenario from the 1997 Meridian Corridor Study. Long range transportation improvements such as an interchange at 10-mile Road are also included in this scenario.

- Alternative B - Widen Meridian: Widening of Meridian Road to five lanes from Central Drive to Fairview Avenue (Cherry Lane). Main Street would remain "as is" between Franklin Road and Fairview Avenue, with modifications south of Franklin to accommodate a three to four lane roadway cross-section. This alternative incorporates substantial modifications to the Waltman Lane/Central Drive intersection by realigning Meridian Road as the primary through travel route. As a part of this alternative, Main Street would "T" into Meridian Road just north of Central Drive. Long range transportation improvements such as an interchange at 10-mile Road are also included in this scenario.

- Alternative C – Split Corridor: One-way operations northbound on Main Street and southbound on Meridian Road between Central Drive and the rail road corridor. One-way northbound traffic would transition from Main Street back to a two-way Meridian Road immediately south of the rail road corridor. North of the rail road corridor to Fairview Avenue (Cherry Lane), Meridian Road would be constructed as a two-way five lane roadway. Main Street would "T" into the northbound one-way couplet south of the rail road corridor and remain a three-lane section as currently configured north to Fairview Avenue. Long range transportation improvements such as an interchange at 10-mile Road are also included in this scenario.

Study intersections associated with each scenario include:

- Meridian Road/Main Street/Central Drive/Waltman Lane
- Main Street/Corporate Drive
- Meridian Road/Corporate Drive (unsignalized under existing conditions)
- Main Street/Franklin Road
- Meridian Road/Franklin Road
- Main Street/Idaho Avenue
- Main Street/Pine Avenue
- Meridian Road/Pine Avenue
- Main Street/Fairview Avenue
- Meridian Road/Fairview Avenue (Cherry Lane)

EXISTING CONDITIONS DATA COLLECTION

Fehr & Peers inventoried existing roadway geometry, intersection geometry, and speed limits within the study area. The Ada County Highway District (ACHD) provided peak hour intersection turning movement counts at each of the study intersections. A majority of the counts were conducted in October of 2004. Due to construction, July 2003 counts were used at the intersections of Meridian Road/Pine Avenue, Main Street/Pine Avenue, Main Street/Idaho Avenue, and Meridian Road/Fairview Avenue (Cherry Lane). ACHD also provided existing signal timings at the nine signalized study intersections.

Figure 1 depicts existing intersection geometries and PM peak hour intersection turning movements.

TRAVEL DEMAND FORECASTING

Fehr & Peers worked with Community Planning Association of Southwest Idaho (COMPASS) to evaluate each of the future year scenarios using the travel demand model. COMPASS provided year 2030 average daily traffic (ADT) volumes and 2030 PM peak hour link volumes for each scenario.

2030 PM peak hour intersection turning movement volumes were developed using an iterative spreadsheet calculation process detailed in the National Cooperative Highway Research Program (NCHRP) Report 255. This process is known as the "Furness Method" and utilizes the existing turning movement counts and 2030 entering and exiting PM peak hour link volumes. "Furnessed" volumes for each scenario were carefully reviewed and balanced as appropriate for use in the Synchro analysis.

Figures 2, 3, 4 and 5 depict the resulting 2030 PM peak hour intersection turning movements and intersection geometries for each scenario.

SYNCHRO ANALYSIS

Software Configuration and Assumptions

Study intersections in each scenario were evaluated using Synchro 6.0 software. The software uses volume and geometric data, as well as signal timing parameters to optimize the operations of the signalized intersections. Synchro calculates various traffic operations MOEs to assist in the comparison of improvement alternatives.

The turning movement volumes for each scenario were input into the Synchro model. The peak hour factor was assumed to be 0.95 and the saturation flow rate for the corridor was assumed to be 1900 vehicles per hour per lane. Heavy vehicle percentages were assumed to be 2 percent for all movements in the study area. All signals were assumed to use an actuated-coordinated controller and the cycle length was allowed to vary for optimal signal timing and progression. The clearance times for each intersection were uniformly assumed as yellow plus all red time, equal to five seconds (Y=4, R=1). The actuated movements were assigned a vehicle extension of three seconds and a minimum gap of three seconds.

Pedestrian clearance times were assumed to be consistent with the existing conditions scenario and were modified where necessary to accommodate wider roads. Ten pedestrian calls per hour were assumed for the intersections of Pine Avenue/Main Street, Pine Avenue/Meridian Road, Idaho Avenue/Main Street, and Main Street/Fairview Avenue. Five pedestrian calls per hour were assumed for the remaining intersections. A pedestrian call represents a push of the pedestrian crossing button.

It was assumed that all signalized intersections would allow right turns during a red phase. Signal coordination was set to favor the north/south phases with the exception of the two Fairview Avenue (Cherry Lane) intersections where coordination remained east/west.

Synchro was used to optimize signal timings and coordination for each future scenario and several MOEs were reported for each alternative.

Measures of Effectiveness

The MOEs reported as a part of this technical memorandum are summarized below.

Level of Service (LOS)
LOS describes the operating performance of an intersection or roadway. LOS is measured quantitatively and is reported on a scale from A to F, with A representing the best performance and F the worst. Table 1 provides a more thorough description of each LOS. *The Highway Capacity Manual 2000* (HCM2000) methodology was used for reporting LOS for the study intersections.

Average Intersection Delay (sec/veh)
The average intersection delay is calculated by taking the traffic-volume-weighted average of all the total delays. For signalized intersections, this total delay includes the delay associated with queues plus the control (signal) delay. Control or signal delay is caused by downstream signal coordination, actuation, and congestion. This delay is used in conjunction with LOS as shown in Table 1.

Total Corridor Delay (hr)
The total corridor delay is the sum of the control and queue delay occurring at each signalized intersection in the corridor during the PM peak hour. Side street approaches are not included as a part of the arterial corridor summary.

Total Corridor Delay / Vehicle (sec/veh)
The total corridor delay per vehicle is equal to the total corridor delay divided by the number of vehicles in the corridor during the PM peak hour. Side street approaches are not included as a part of the arterial corridor summary.

Table 2 Level of Service Descriptions		
Level of Service	**Description of Traffic Conditions**	**Average Delay (seconds/vehicle)**
SIGNALIZED INTERSECTIONS[1]		
A	Extremely favorable progression and a very low level of control delay. Individual users are virtually unaffected by others in the traffic stream.	0 ≤ 10.0
B	Good progression and a low level of control delay. The presence of other users in the traffic stream becomes noticeable.	> 10.0 and ≤ 20.0
C	Fair progression and a moderate level of control delay. The operation of individual users becomes somewhat affected by interactions with others in the traffic stream.	>20.0 and ≤ 35.0
D	Marginal progression with relatively high levels of control delay. Operating conditions are noticeably more constrained.	> 35.0 and ≤ 55.0
E	Poor progression with unacceptably high levels of control delay. Operating conditions are at or near capacity.	> 55.0 and ≤ 80.0
F	Unacceptable progression with forced or breakdown operating conditions.	> 80.0

[1] Fehr & Peers descriptions, based on *Highway Capacity Manual, 2000 Methodology* (Transportation Research Board, 2000).

Total Travel Time (hr)

Total travel time is an hourly summary of total delays and travel times for the corridor. The travel time is calculated by dividing the distance traveled by the roadway speed. Side street approaches are not included as a part of the arterial corridor summary.

Performance Index

The performance index (PI) measures a combination of delay, stops, and queuing penalty. When optimizing cycle lengths, Synchro selects the cycle length with the lowest PI. A low PI indicates minimal delays and few stops during the peak hour.

Fuel Consumed (gal)

This value represents the total gallons of fuel consumed in the network during the PM peak hour. The fuel consumed is a function of the total travel (vehicle-miles-of travel), delay, and stops for a network. A lower value of fuel consumed indicates smoother travel and less delay.

CO Emissions (kg)

Carbon monoxide (CO) is a colorless, odorless, and tasteless gas. It results from incomplete oxidation of carbon in combustion. CO emissions are a direction function of the fuel consumed as described above. Synchro assumed 69.9 grams of CO are generated for every gallon of gas consumed.

NOx Emissions (kg)

The two most prevalent oxides of nitrogen are nitrogen dioxide (NO_2) and nitric oxide (NO). Both are toxic gases with NO_2 being a highly reactive oxidant and corrosive. NOx emissions are also a direct function of the fuel consumed. Synchro assumed 13.6 grams of NOx are generated for every gallon of gas consumed.

VOC Emissions (kg)

Volatile Organic Compounds (VOC) include a variety of chemicals, some of which may have short- and long-term adverse health effects. VOC emissions are also a direct function of the amount of fuel consumed. Synchro assumed 16.2 grams of VOC are generated for every gallon of gas consumed.

Future Conditions Roadway and Intersection Conditions

Based on traffic demand, Fairview Avenue (Cherry Lane) was assumed to be a six lane roadway in both directions in the Baseline Condition and for Alternatives A, B and C. Additional turn lane modifications were made to each scenario to accommodate turning movement traffic demands.

For Alternatives A, B and C, access to Waltman Lane is provided as a part of the Main/Meridian/Central intersection. In addition, the number of northbound and southbound through lanes increases on Waltman Lane from two to three in each direction.

Corridor cycle lengths were optimized for each future scenario. Synchro optimizes and coordinates cycle lengths based on the overall Performance Index (PI) as previously introduced. Accordingly, the cycle lengths varied between scenarios due to geometric and volume differences. The coordinated cycle lengths for each scenario are as follows:

- Existing Conditions – 150 seconds
- Future Baseline Conditions – 110 seconds
- Alternative A – 90 seconds
- Alternative B – 120 seconds with exception of Main Street/Corporate Drive at 60 seconds
- Alternative C – 90 seconds with exception of the two Fairview Avenue intersections at 130 seconds

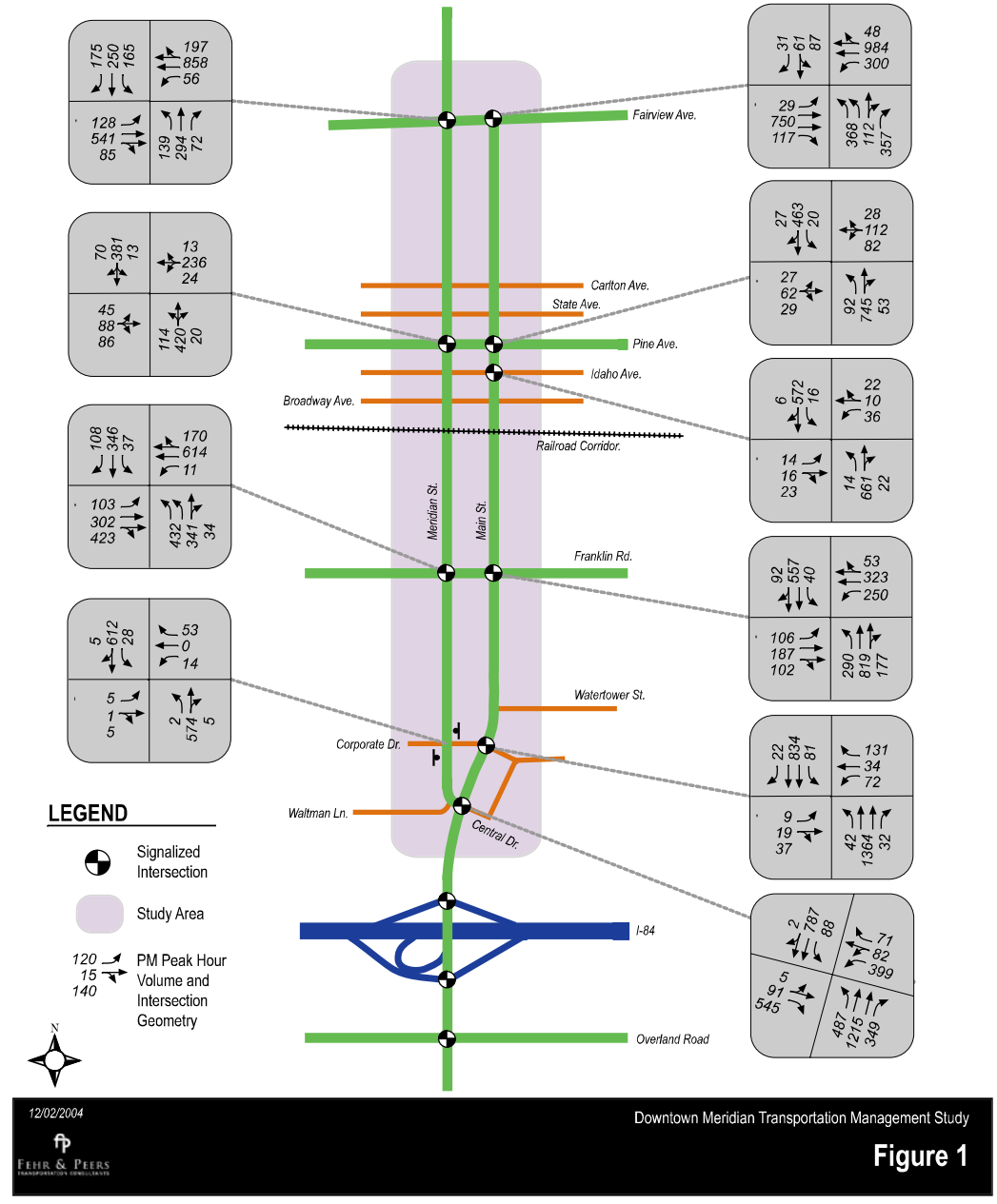
Findings

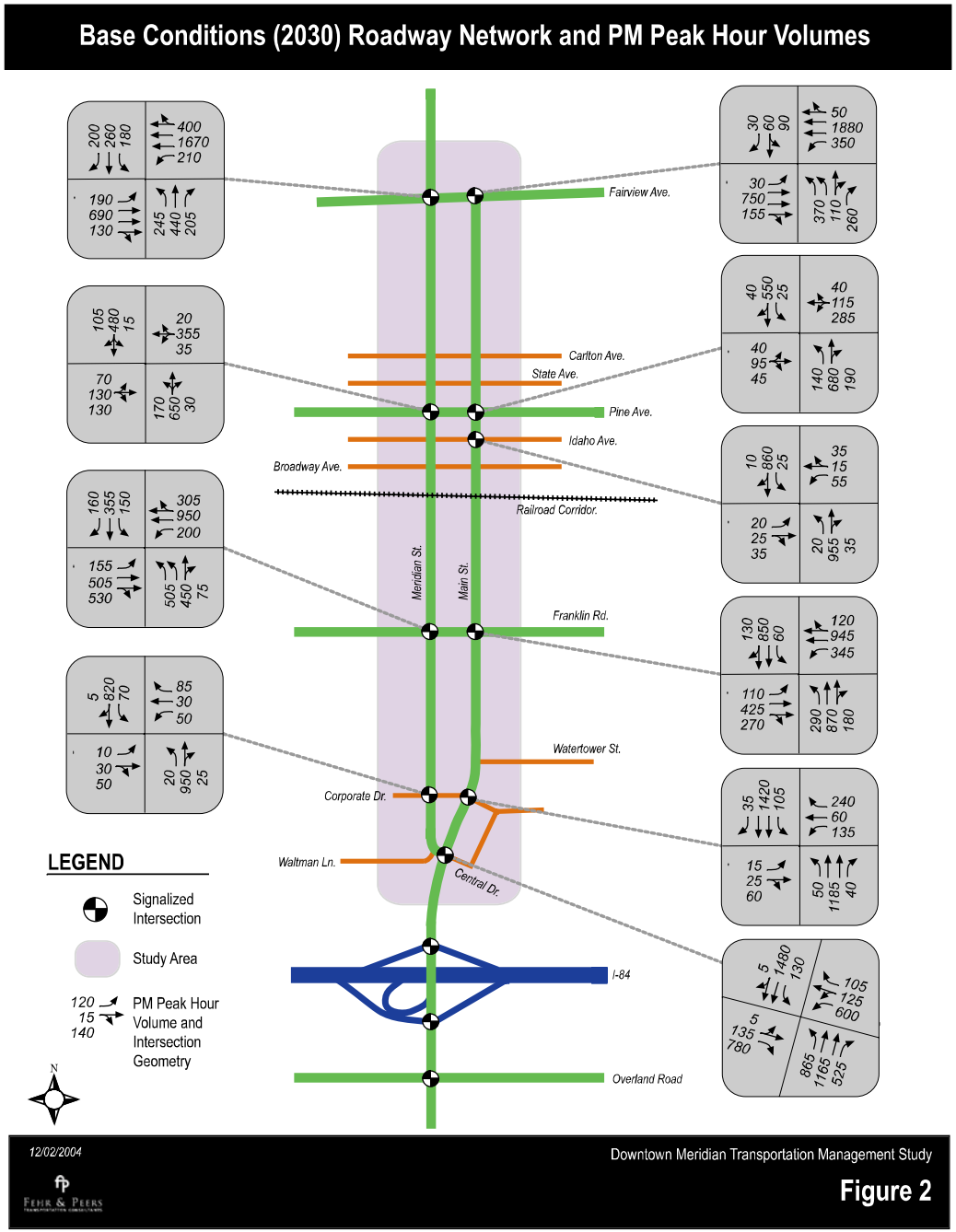
Table 2 presents LOS and average intersection delay for each scenario intersection. Table 3 presents some of the less conventional MOEs that could be used to refine the findings and recommendations. Several of these MOEs have been included with the Multi-Criteria Evaluation matrix for further assessment.

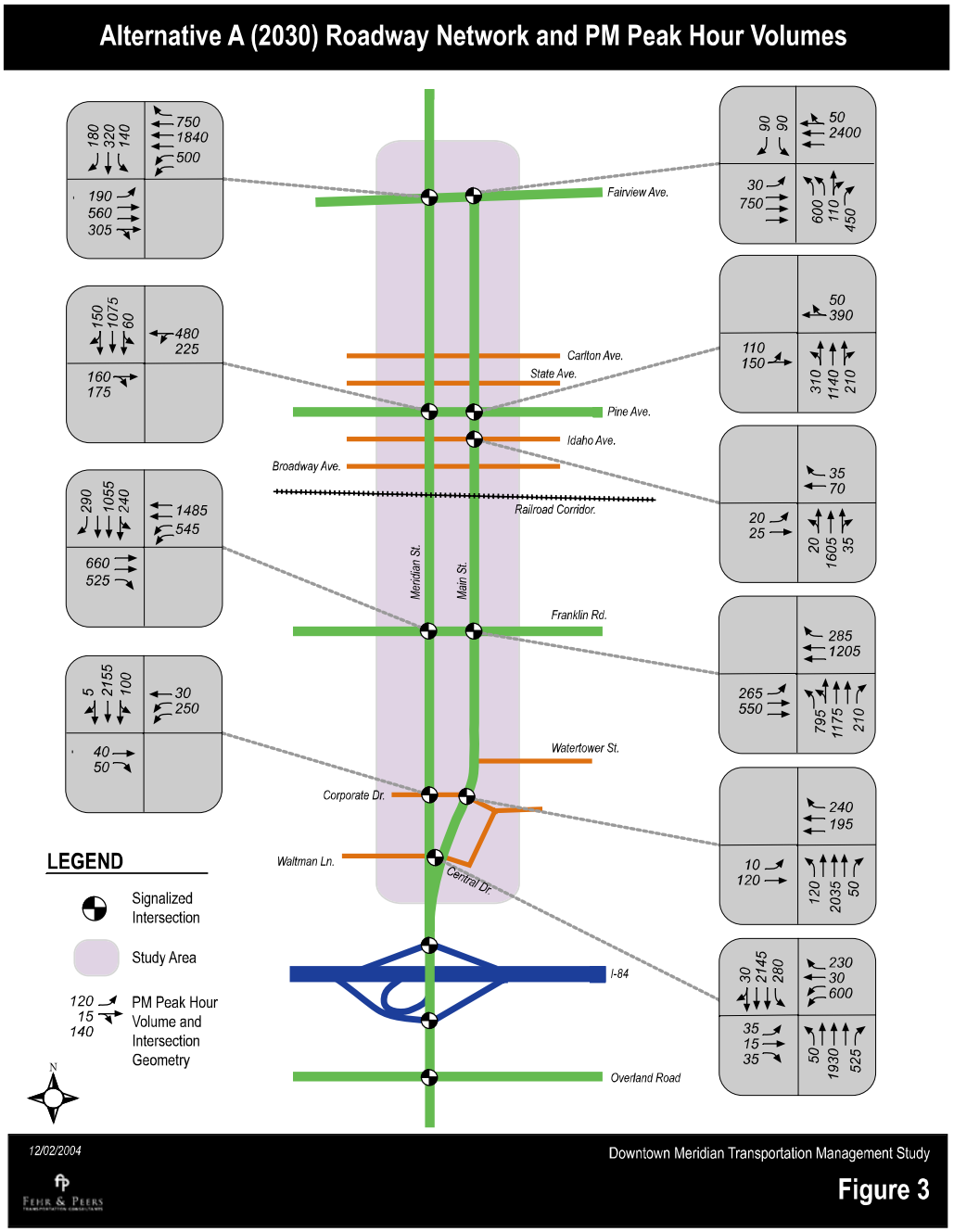
Table 2 Scenario Level of Service (LOS) and Delay Comparison					
Intersection	**Scenario**				
	Existing	**Baseline**	**Alt. A: One-Way Couplet**	**Alt. B: Widen Meridian**	**Alt. C: Split Corridor**
Central/ Main/ Meridian	D / 53.1	**F / 157**	C / 31.9	C / 30.0	C / 35.0
Corporate/ Main	B / 13.0	B / 13.1	B / 10.1	B / 10.5	A / 9.5
Corporate/ Meridian	N/A	B / 15.1	A / 8.7	C / 33.7	B / 10.5
Franklin/ Main	C / 33.3	D / 36.9	C / 25.7	C / 22.2	C / 29.1
Franklin/ Meridian	D / 35.8	D / 47.4	C / 20.7	**F / 92.5**	C / 23.6
Idaho/ Main	A / 8.6	A / 8.1	A / 4.0	B / 10.8	A / 7.8
Pine/ Main	C / 28.9	D / 38.3	C / 25.7	B / 19.1	B / 19.2
Pine/ Meridian	A / 9.8	D / 37.4	C / 22.5	C / 31.4	C / 30.4
Fairview/ Main	C / 34.9	C / 24.8	C / 34.9	B / 15.0	B / 15.7
Fairview (Cherry)/ Meridian	D / 39.1	D / 39.2	C / 22.4	D / 51.8	D / 54.8
* The delay reported represents the overall intersection delay (sec/veh).					

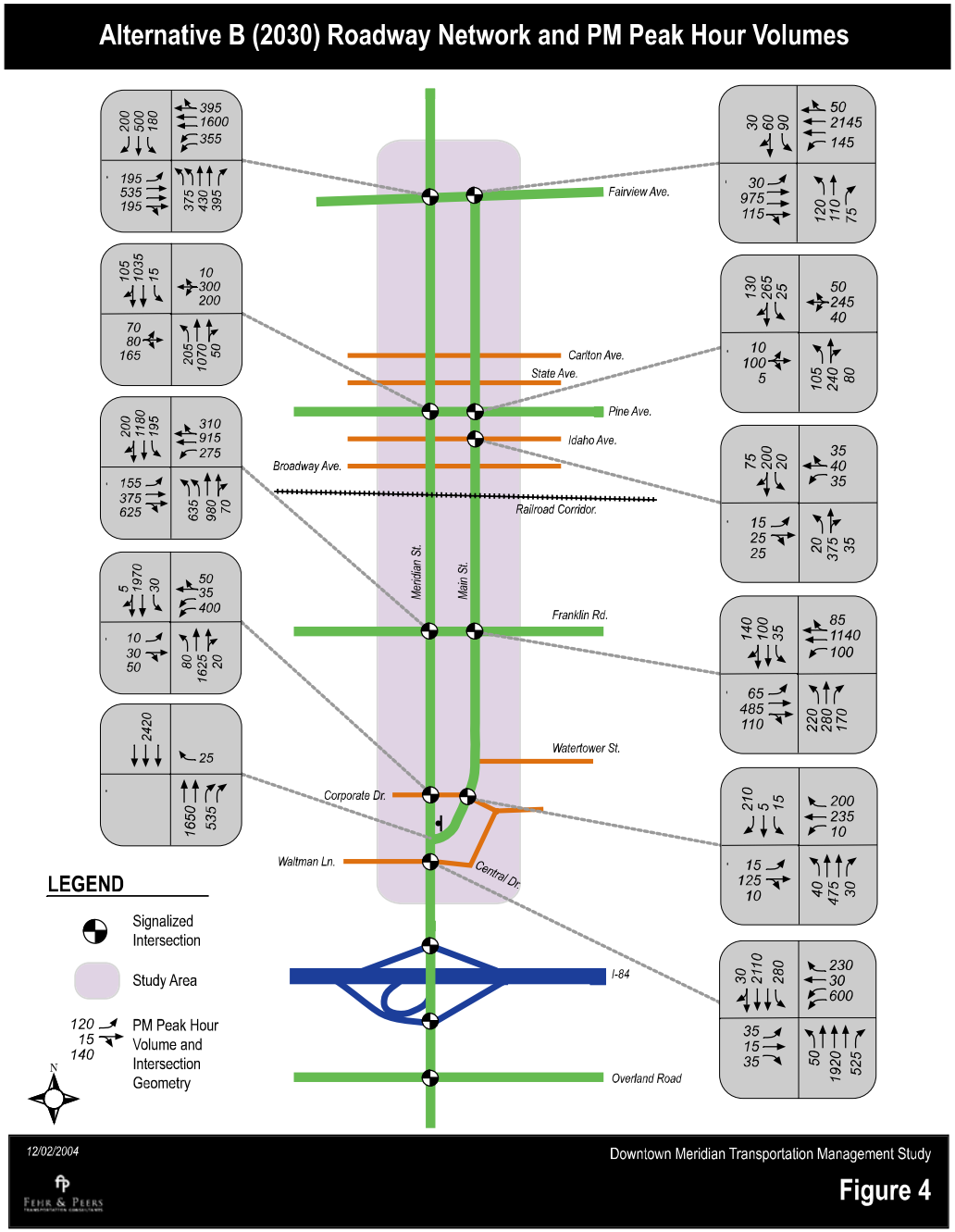
Table 3 Additional Scenario Measures of Effectiveness (MOEs)					
Measure of Effectiveness (MOE)	**Scenario**				
	Existing	**Baseline**	**Alt. A: One-Way Couplet**	**Alt. B: Widen Meridian**	**Alt. C: Split Corridor**
Total Corridor Delay (hr)	201	526	215	554	296
Total Corridor Delay Per Vehicle (sec/veh)	28	51	18	47	23
Total Travel Time (hr)	426	840	506	840	586
Performance Index	240	588	272	614	358
Fuel Consumption (gal)	509	916	667	925	729
CO Emissions (kg)	35.6	64.0	46.6	64.6	51.0
NOx Emissions (kg)	6.9	12.5	9.1	12.6	9.9
VOC Emissions (kg)	8.3	14.8	10.8	15.0	11.8
* MOEs only reflect conditions for major street approaches along Main Street and Meridian Road.					

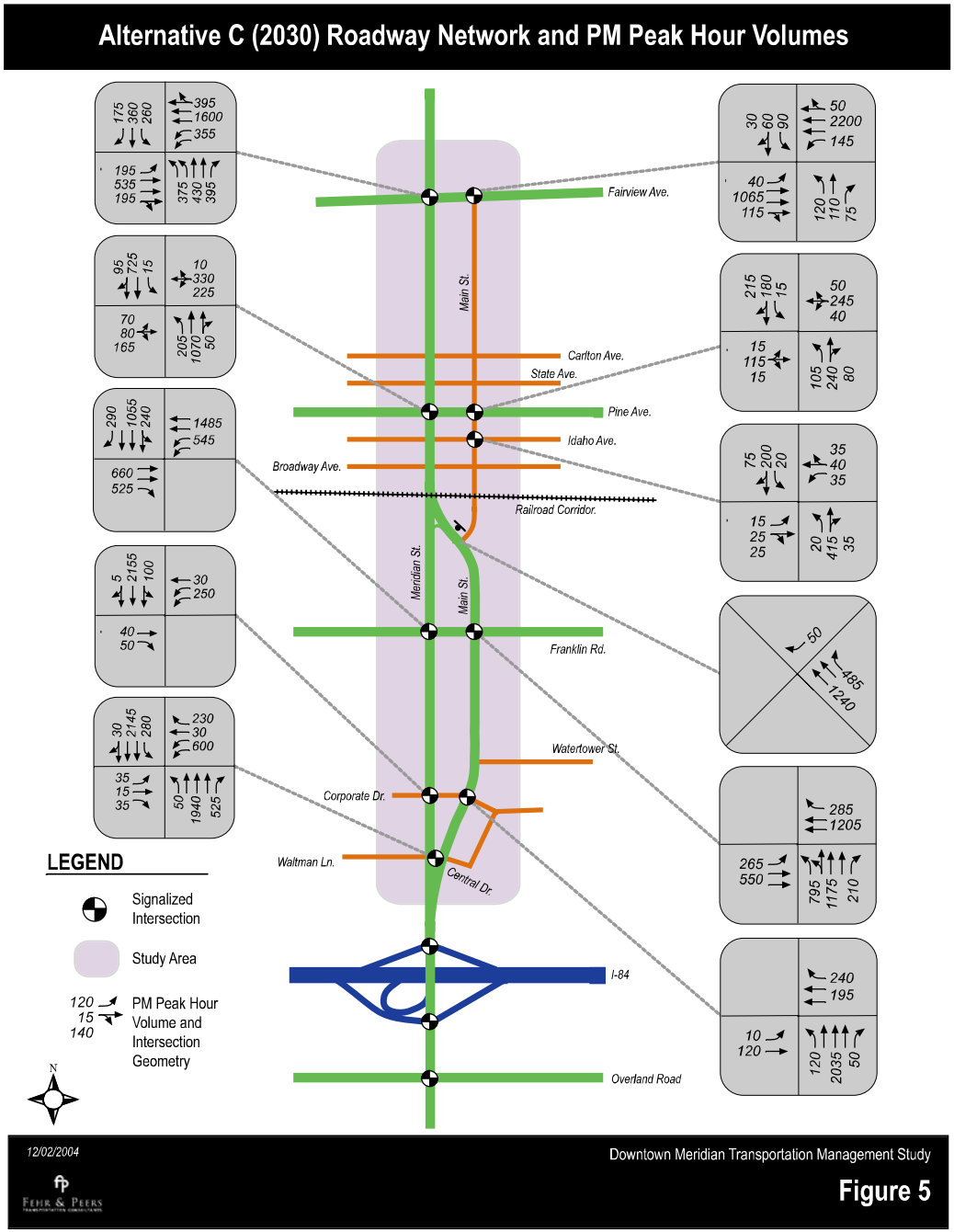
Existing Conditions (2004) Roadway Network and PM Peak Hour Volumes




Base Conditions (2030) Roadway Network and PM Peak Hour Volumes
Fairview Ave.
Carlton Ave.
State Ave.
Pine Ave.
Idaho Ave.
Broadway Ave.
Railroad Corridor.
Meridian St.
Main St.
Franklin Rd.
Watertower St.
Corporate Dr.
Waltman Ln.
Central Dr.
I-84
Overland Road
LEGEND
Signalized Intersection
Study Area
PM Peak Hour Volume and Intersection Geometry
N
12/02/2004
Fehr & Peers
Downtown Meridian Transportation Management Study
Figure 2


Alternative A (2030) Roadway Network and PM Peak Hour Volumes
Fairview Ave.
Carlton Ave.
State Ave.
Pine Ave.
Idaho Ave.
Broadway Ave.
Railroad Corridor.
Meridian St.
Main St.
Franklin Rd.
Watertower St.
Corporate Dr.
Waltman Ln.
Central Dr.
I-84
Overland Road
LEGEND
Signalized Intersection
Study Area
PM Peak Hour Volume and Intersection Geometry
N
12/02/2004
Fehr & Peers
Downtown Meridian Transportation Management Study
Figure 3


Alternative B (2030) Roadway Network and PM Peak Hour Volumes
Fairview Ave.
Carlton Ave.
State Ave.
Pine Ave.
Idaho Ave.
Broadway Ave.
Railroad Corridor.
Meridian St.
Main St.
Franklin Rd.
Watertower St.
Corporate Dr.
Waltman Ln.
Central Dr.
I-84
Overland Road
LEGEND
Signalized Intersection
Study Area
120 15 140 PM Peak Hour Volume and Intersection Geometry
N
12/02/2004
Fehr & Peers
Downtown Meridian Transportation Management Study
Figure 4


Alternative C (2030) Roadway Network and PM Peak Hour Volumes
Fairview Ave.
Main St.
Carlton Ave.
State Ave.
Pine Ave.
Idaho Ave.
Broadway Ave.
Railroad Corridor.
Meridian St.
Main St.
Franklin Rd.
Watertower St.
Corporate Dr.
Waltman Ln.
Central Dr.
I-84
Overland Road
LEGEND
Signalized Intersection
Study Area
PM Peak Hour Volume and Intersection Geometry
N
12/02/2004
Fehr & Peers
Downtown Meridian Transportation Management Study
Figure 5

Appendix 3
Downtown Meridian Transportation Management Planning Process
Progress Report, November 30, 2004

Prepared by Tom Hudson, Project Manager

Brief Summary

This project has been successful to date through an outstanding collaboration between the City, ACHD, and Steering Team. Planned activities are on or slightly ahead of schedule. Contracted research and data collection has provided the insights that the Planning Team needs to keep the project on track.

The collaborative process has resulted so far in moving from a list of about nineteen transportation management alternatives to three. There was strong consensus among planning participants in the first round of cuts from nineteen to six. Support was nearly as strong in the reduction to three. The Planning Team currently is evaluating the three finalists to provide more detailed insight into their impacts, strengths and weaknesses. City and ACHD staff will meet next week to review these findings. The Steering Team will meet the following week to do the same and to consider whether or not a preferred alternative can be agreed upon.

Steering Team members have asked whether more detailed cost estimates could be obtained than consultants contracted to provide. ACHD staff has volunteered to obtain and compile this information, which may take about one (unscheduled) month. The Planning Team believes that there are a range of cost measures available that would provide adequate and appropriate planning level insight on

costs. This information is being gathered and may be available to the Steering Team for its upcoming December meeting.

While planning has gone smoothly so far, the difficult part of the process has just been reached. A decade or more of heated public debate on what to do with Downtown Meridian circulation demonstrates the level of emotion on this subject in the community. It is also clear that no matter which alternative is ultimately selected, there will be some people who are unhappy with the choice.

The three finalists are:

Alternative A: One-way couplet, per the 1997 plan
Alternative B: Widen Meridian Road to 5 lanes
Alternative C: Split corridor. This includes a shorter couplet south of the Downtown combined with a widened Meridian Road north of the railroad line.

A significant majority of participants at the November 16 public meeting supported the Split Corridor. The Planning Team's experience with this alternative is that it is somewhat difficult to understand at first, but with adequate explanation tends to attract more support than the other two alternatives.

The next public meeting will be in mid-January. Public input from the meeting will be summarized and presented to City Council and ACHD together with final recommendations from the Steering Team and consultants.

Public Meetings

Two public meetings have been held to date, on September 30 and November 16. The first public meeting coincidentally occurred on the evening of the first Presidential debate. It was poorly attended, with less than ten people from the general public. Participation was positive. Purposes of the meeting were to inform

the public of current conditions, the planning process and outline the six semi-finalist alternatives. There were too few people present to justify a straw poll advisory vote.

The second public meeting focused on familiarizing participants with details of the three finalist alternatives. An official count shortly after the meeting began identified 122 people present. Discussion was spirited, though with one exception it was polite and constructive. Many people expressed frustration with the current circulation system. All in attendance except one agreed that change is needed. Over the course of the meeting, participants became increasingly engaged, constructive and positive. The meeting facilitator encouraged participants to further express their thoughts in writing so that their ideas could be recorded for consideration by City and ACHD leaders. Over forty people did so at the meeting. Their comments are provided as an attachment to this report. Council is urged to review all of the statements to get a better sense of public response to presented materials.

As noted in the previous section, a significant majority at the second meeting voted in favor of Alternative C, the Split Corridor. Alternative B, Widen Meridian Road, was second. The One-Way Couplet, Alternative A, was third. Many people chose to stay after the end of the two-hour meeting to obtain more information from the consultants and Steering Team. The exchange was very positive, with considerable enthusiasm for information shared during the meeting. People generally expressed a sense of progress and appreciation that the City is moving forward with planning. Over a dozen people requested copies of the presentation materials (in a PowerPoint document).

Steering Team

The Steering Team has provided outstanding guidance throughout the planning process. Meetings have been held each month to discuss research, data, and

circulation alternatives. The Team strongly supported the set of three finalists. A fourth alternative also found substantial interest: East 3rd and Meridian Road Couplet. Complications with potentially impacted parks properties plus routing of through-traffic into a transition residential area (and away from an existing commercial corridor) were the primary reasons this alternative did not become a finalist.

At the November 16 Steering Team meeting, a variety of very new and preliminary (with limited evaluation) information was presented by the consultants. Some of this information added insight into the relative merits of the finalist alternatives. The information also served as a springboard for additional discussions regarding the analysis level of detail, and created some debate and concern among participants. The highly productive discussion that ensued pointed out that Team members appear to prefer access to more information before they can reach a comfortable position on a preferred alternative. In particular, all participants look forward to reviewing data in the context of the Multi-criteria Evaluation matrix. This will help make comparisons simpler and clearer. The updated matrix will be completed by December 3rd.

A common Steering Team preference expressed at the meeting was to have more detailed and reliable cost data. Detailed cost comparisons go beyond the contract requirements and budget. The result of this discussion was that ACHD staff volunteered to try to prepare more detailed costs over the next 1-2 months. Consultants also will provide more detail on cost-related variables (e.g., number of properties and structures to be impacted, amount of right-of-way acquisition, road paving cost). This latter information from consultants will be available in early December. Hopefully, the updated matrix and new cost-related information will prove adequate for the Steering Team's needs in identifying a preferred alternative.

Next Steps

City and ACHD staff will review the consultants' refined information on December 9. Together with consultants, they will make recommendations for next steps, including a time line for a final public meeting, Steering Team meeting, and presentation to Council. This draft material will be discussed with the Steering Team during the week of December 13. A final timeline will be prepared immediately thereafter.

The Planning Team expects to have a final report with recommendations ready for City Council very shortly after the final public meeting.

Attachment 1 to Appendix 3
Written Public Comments from Public Meetings,
November 16, 2004, & September 30, 2004

Public Meeting Written Comments, November 16, 2004

(For Reference, Alternatives referred to in comments are as follows:

Alternative A: One-way couplet, per the 1997 plan

Alternative B: Widen Meridian Road to 5 lanes

Alternative C: Split corridor. This includes a shorter couplet south of the Downtown combined with a widened Meridian Road north of the railroad line.)

The commentary below is directly quoted, with no editing, from written comments presented by participants at the meetings.

- Prefer C. Satisfied with B. Move Forward.
- Alternative C provides a natural opportunity for a gateway into the downtown area. The loudest people tonight seem more concerned about traffic congestion and getting home faster than preserving downtown and place making. You guys did a great job in answering questions. My name is Dillon Smith and I am a graduate architecture student. My thesis is Meridian downtown development and I would appreciate any information you may have on successful case studies similar to our community. Thanks guys. archdillon@yahoo.com
- The split corridor option seems promising, however, I believe the auto counts need closer scrutiny because of 12,000 to 15,000 homes going in to north Meridian. Les Yorn, 2065 E. Three Bars Drive, Meridian, ID 83642, 208-898-0010, lhorn@amresco.com. We need a multi-area (city, county, etc.) Planning Team that has a vision for the Treasure Valley as a whole.

Roads/homes/schools/businesses. If it's there we need to see it. (Hear about and understand.) Please share your data with me. Katherine Frank, 888-9411, thefrankgang@hotmail.com. Heard about meeting on sign at Main Street.

- We think the best idea would be one way north on Main from Freeway to Cherry/Fairview and one way on Meridian south from Cherry Lane to Freeway. We saw the announcement of this meeting on the TV news.
- Question: How come Linder Road has a stop sign at the railroad tracks but the other parallel streets don't? Can we remove it? Thanks. I appreciate you looking out to 2030, so our plans have a positive long term impact. I like the idea of sectioning off a specific downtown area because I think it's pretty gray, and it's time to solidify the area. My vote is for Alternative C, the "Split Corridor." I think it will be pretty cost effective and simple. Please continue to consider that the addition of interchanges might induce the need to reverse the roadwork. Thanks for everything! You guys are awesome and are clearly interested in public opinion. I appreciate it. ☺ We found out about the meeting (last month and this month) on the water bill.
- I am for a Main-Meridian one-way couplet. One way streets not only move traffic better but actually are safer for pedestrians as well. Pedestrians only have to worry about traffic in one direction as well as not have to worry about turning vehicles. You can put in more traffic signals to control speed and they can be coordinated to move traffic. If you send vehicles down Meridian or East 3rd instead, businesses are going to get upset just like they did in Eagle when the 44 Bypass was put in. Also Meridian will then approve development all along Meridian Road further hindering traffic and upsetting the businesses. Also, if Meridian wants to get people downtown, they need to quit approving the big boxes at Fairview/Eagle.
- One of the 3 alternatives has to be decided upon based on the best input which is beyond me. Good luck!! Remember the economics, however. We heard about the program from KBOI radio, Idaho Statesman, Historic Society, News Tribune. Frank & Jean.

- Most of your alternatives will turn south old town into a PARK. Need as much information as I can get sent to me. I am a water master for my area. Terry G. Glassinger, 126 East Williams.
- Concerned with Meridian Road widening as to our property. Veterans Memorial Building and American Legion Post 113 on Broadway at Meridian Road.
- Alternative C makes the most sense. Saw notice in Idaho Statesman.
- I own the property at 703 S. Meridian Road, Redlin Photography. I will be impacted by any and all of your plans. I have been pretty much left out of any planning decisions. I have been lied to by ACHD and pushed into a corner by every planning agency including Meridian City council and the Mayor. I stand to lose the most from this process. My parking has been placed in jeopardy as a result of previous road expansion. My parking situation must be addressed – I have appealed to ACHD for help and this has been totally ignored. I pretty much have no confidence in government agencies to help me. I can be contacted at 208-452-3607. Kirk Redlin. redlin@fmtc.com
- Please consider the Waltman Lane access – that junction with Meridian/Main is difficult right now and getting worse. Sometimes, in order to go north, we have to go south and turn around at Overlake. Most of the time, in order to get out, all traffic has to be stopped, and the oncoming drivers glared at, to go either north or south (or to return home). Nancy Swenson, 815 Waltman Lane. nswensen2@msn.com
- If I have a business (physician) on Meridian Road and I have to sacrifice half my parking lot, my business obviously would need to move. How do you compensate me for the cost of my property, building and business. Please respond by email. FredF469@aol.com
- Chinden MUST become limited access express way as soon as possible. I vote for Alternative B, Widen Meridian to 5 lanes so it can continue in the future, north to Chinden and eventually to State Street. I-84 Interchange. How I heard about this meeting: Internet email, Idaho Statesman. RFroger@aol.com

- Decision-makers: Please use plain old common sense! The Meridian/Main one-way option is far and away the most efficient and practical way to reduce congestion and improve willingness to visit and shop in the downtown area. This option is the lowest cost option as well. The couplet option is clearly the safest option. Richard E. Carlson, M.D., Meridian. RichnLois@aol.com
- No one-way couplet (Alternative A). Split corridor looks best. Great publicity. I got an email – saw in it the newspaper. Saw the signs all around town. Also saw it on the utility bill.
- My selection would be a split couplet, Alternative C. Provided the cost is not prohibitive. It lowers the traffic the most in the downtown. 6000 cars in the year 2030. Most pedestrian friendly.
- Thanks Tom and Tim. Alternative C seems the best. Dianna Green, 1520 West 1st. Email us for Council meeting. pauliannagreen@yahoo.com
- Regarding the widening of Meridian Road: are safety issues being considered for kids going to school on foot and bike near and across a five lane road? If trying to make a pedestrian friendly downtown, will people cross a busy street on foot or bike to get to the downtown core? How will the proposed 5 lane road impact noise levels and home values of nearby houses? Kevin and Robin Warner. krwarner@peoplepc.com
- Slow down community growth until infrastructure is developed. High impact fees for building contractors of subdivisions. Received note via email. Thanks. H.L. and Mary L. Rich.
- B is the best plan. A and C will not work. C is stupid. Paul McLeod, Valley Video, 888-1688. Email: vvideo1@uswest.net
- C is really funny. B is only realistic alternative.
- I would like to have a printout of everything shown tonight. I also think all of this should be put on hold until the interchanges are completed. Paul McKague, 110 N. Main, Meridian Road, 888-3379, 888-2842.
- At this time, Alternative C seems the best. (Split Couplet.) I heard about tonight by: reading Valley Times, TV news, Sunday Statesman.

- I like Alternative C. Meets both downtown needs and traffic flow needs the best. I read the signs by the road and newspaper about this meeting. John B. Sutcliffe, 17119 (?) West Greenhead (?) Drive. Meridian, ID 83642
- Traffic "clogs" at the post office on main Street (exiting and entering). Also congested at Main Street at Fairview. Traffic goes east or west, dead ends at Fairview. Recommendations: no street parking along Main Street. Alternative Split Corridor is good. 5 lanes is also good.
- Need overpass to go from northbound main to southbound Meridian Road.
- If you support committee traffic solutions, downtown can happen on its own. Build it, they will come! Quit studying and do something.
- Any solution needs a solution for Waltman Lane income and outgo. It's been talked about for 12 years and we're nowhere closer. Like the split couplet [Alternative C] and Meridian widening [Alternative B]. Call me for any details, Mike Swenson, 887-3736.
- Take out parking on Main Street and add car lanes. The area of your study and improvement of traffic problems is much too small. Should be from Eagle Road to Black Cat Road (east to west), Chinden to Victory Road (north to south). Too bad City has placed you in this situation. Frank and Carolyn Graham, 888-6688.
- Alternative C is best in my opinion. Too bad your scope did not allow Interstate considerations! We really need turn-ons and turn-offs at Locust Grove, not just crossing, to relieve congestion coming off onto Meridian exits. darrelmcroberts@aol.com
- Please send a PowerPoint presentation. Gregory Peterson, 1909 Coolcreek, Meridian, ID .

Two pre-written letters were submitted by citizens at the public meeting. These are quoted here, unedited.

Tuesday, November 16, 2004
The Honorable Tammy de Weerd

Mayor of Meridian

Dear Tammy,

I was looking forward to attending the transportation meeting tonight but have previous commitments.

The one way couplet on Main and Meridian Road is and always has been an idea that is bad for downtown Meridian, too much traffic going too fast does not lend itself to a friendly downtown. No one has explained to me what the north bound traffic on a one way Main Street does when it gets to Cherry Lane.

The modified one way couplet seems like a confusing compromise that would lend itself to further traffic problems.

I favor the widening of Meridian Road to five lanes, tow lanes each heading north and south with a center turn lane. Meridian Road is one of the valleys' grid roads, these grid roads are one mile apart and were always intended to be the routes to handle cross valley traffic. By widening Meridian Road you are following the precedent set with the widening of all grid roads from Boise west, (ie) Curtis, Cole, Maple Grove, etc. We would also insure the future of downtown Meridian.

With the explosive growth we have in Meridian we face a unique opportunity to recreate a vibrant downtown that we can all be proud of, choosing the right transportation option is crucial to the long term success of downtown Meridian, I feel the widening of meridian Road to five lanes is the best option for the future of downtown Meridian.

I would be more than happy to offer any help I can in the effort to revitalize Meridian's downtown, please call me or drop by anytime you wish.

Thank you,
Steve Youngerman
888-9868

Mr. Steve Siddoway/Craig Hood

I will be unable to attend the upcoming public meeting concerning traffic issues here in Meridian, but I can take time to put my thoughts about the issue on paper.

The traffic problem in Meridian, along with the constant school overcrowding issues and attendant bond elections is a direct result of Meridian's decision to have/plan for 100,000 residents by 2020.

The current population is in the vicinity of 35,000 and traffic during the morning and in the evening is ridiculous. There is NO solution for the overcrowding on the main roads in Meridian because there is no way (short of bulldozing one side or the other of the main drag through town) to expand the road.

I've heard that a potential "solution" is to make First and Meridian one-way streets. If that's implemented, you've created a bottleneck to get on the freeway and at Fairview/Cherry Lane.

There's only one way to begin correcting the problem of overcrowding roads and schools. Dramatically slow residential growth. If you are seriously interested in alleviating the overcrowding on the roads and in the schools, that's the only answer.

Bear in mind, the roads are already a mess at current population levels…and you folks are talking triple the number of people in 14 years.

For what it's worth, here's my input:

1. Place a moratorium on large residential developments…immediately! If it's not already approved, no more apartments/subdivisions for at least 7 years. I would allow private landowners to build a single residence on a minimum of 1 acre during that period.
2. Enact an impact fee of $10,000 per house/$500 per apartment unit to help with infrastructure development in meridian.
3. Place all the emphasis for growth on commercial development. I'm guessing the tax revenues from commercial enterprises far outweigh those from

residential developments and commercial enterprises employ people, something that's definitely needed right now.

4. Shred the "100,000 residents by 2020" plan. The only reason that'll happen is that the elected officials here want it to. If you stop allowing unrestricted residential development, the population won't reach anywhere near that number.

I remember the idea of impact fees came up in a newspaper article a few years ago, and the response from the city official was, "oh, we couldn't possibly do that, it would stifle growth!"

You can count on my vote against ALL bond elections as long as the emphasis here in Meridian is to plan for 100,000 residents. That's an unrealistic number of people living here in my view. As far as the crowded roads go, I'll once again point out that our population is somewhere around 35,000 and you're planning (literally planning) on tripling that over the next 14 years.

No amount of planning for impacts on transportation corridors here in meridian will be able to handle that amount of growth or that number of automobiles.

Sincerely,
Richard Bean

Public Meeting Written Comments, September 30, 2004

- Thank you for this fine presentation. I'm shocked it was not better attended although I enjoyed the opportunity for discussion. Comments: 1) I like the idea of a 10-Mile interchange to allow access to west Meridian. 2) I like the couplet idea for Meridian +Main along with the East 3rd Street access. 3) Don't like the round-about option. 4) I wish we could blow Meridian through to Cherry and

leave main intact (quaint), but it seems we're limited by the buildings on Meridian. Thanks for caring, you guys!

- 1) I like alternative #7 or to be combined with East Third. [Facilitator's Note: Alternative 7 was a one-way couplet using Meridian Road and East Third.] 2) More Interchanges! 3) Light rail on existing rail corridor ☺. Works in San Jose area. 4) Bus routes ☺. Works in San Jose area.. We saw the notice of this meeting on water bill. Maybe it should have creative fonts? And newspaper. Dianne Green 888-9759.
- Widening Meridian Road to 5 lanes seems to me to be a good choice. There are enough cross streets to Main Street that people would still be able to easily access businesses on Main.
- 10-Mile Interchange: Good. Linder overpass: Good. Locust Grove overpass: Good. Widen All: Good. Busses to Meridian connected to Boise (east to west) and Nampa. Possibly down Fairview/Cherry, maybe down Franklin. North-south connect to east west (busses). Light rail: good.
- I feel that the Plan 5 making Meridian Road 5 lanes is the best plan. That will allow Main to stay a good local road to shop and keep the downtown a vital place. Paul McLeod.

Appendix 4
Written Public Comments from Public Meeting,
January 19, 2005

(For Reference, Alternatives referred to in comments are as follows:
Alternative A: One-way couplet, per the 1997 plan
Alternative B: Widen Meridian Road to 5 lanes
Alternative C: Split corridor. This includes a shorter couplet south of the Downtown combined with a widened Meridian Road north of the railroad line.)

The January 19, 2005 public meeting and open house was very well attended. Over eighty people participated in the open house, which began an hour before the public meeting. During the open house, Steering Team members and consultants were available to speak informally with participants. The exchange appeared to be helpful for all. For example, Mick Hessler from Plum Creek came with a concern about truck access to his business along the south side of the rail line west of Meridian Road. He delivered a letter to this effect. In the subsequent open house exchange, the Steering Team was able to show him how the preferred alternative addressed his concerns. Future public meetings regarding the preferred alternative may benefit from inclusion of an open house format.

Over one hundred people attended the public meeting. Participants were encouraged to voice and write down their questions, concerns and ideas about the alternatives. In a straw poll toward the end, a majority supported Alternative C, Split Corridor. The One-Way couplet, Alternative A, also had significant support. Alternative B, Widen Meridian Road, had practically no support. For the first time in a public meeting, several people expressed support for keeping the current system while focusing on improving the regional transportation network (e.g., construction of Ten Mile Interchange).

After the meeting ended, a citizen requested that a straw poll question be asked of the people who remained. The question was: Would you support a one-way couplet as a short-term system until Alternative C is constructed?" Although a substantial number of people had left, the question was asked. A clear majority of those who remained replied positively. It was not possible to call the meeting back together to discuss the challenges that a 'temporary' one-way couplet would create. In particular, a 2-3 year couplet system would impact Downtown businesses in precisely the way that the Split Corridor intends to avoid.

The following public comments were received at the time of the January 19, 2005, public meeting and open house where the preferred transportation plan alternative was presented. Three of the comments were prepared as letters in advance of the meeting. Ten of the written comments specifically supported Alternative C. Seven proposed to keep the current system while improving the regional network. Five preferred the one-way couplet. No written support for Alternative B, Widen Meridian Road, was presented.

*

One-way couplet with immediate implementation gives you a "try before you buy" Businesses will always come and go, but this gives immediate relief. Contact specificperformance@msn.com

*

Split Corridor; Alternative C appears to be best option for downtown development as a destination. More sidewalks are needed for pedestrian traffic on connecting side streets.

*

Mike Moir- NAPA Auto Parts, Owner
80 W. Taylor- Corner of Meridian Road and Taylor
I am concerned on 2 fronts: one the 10 Mile interchange. We should wait to have that committed and constructed before we spend $ on Downtown. Two- if this split

corridor is built my business has 200 deliveries a day to various businesses. How do we get these trucks out Northbound safely? -one way right away-

*

An emphasis should be made for a highly visible sign coverage for the split corridor option. People need to know the correct option so they can travel the correct way North-South *and* East-West. Paul Green

*

Split corridor seems to meet most of the needs and seems more pedestrian friendly & and advantage to the local businesses. Dianna Green, 1520 W. 1st, 888-9759

*

Go with the split option

*

Do 10 mile interchange 1st (tomorrow). Then re-evaluate numbers for Meridian. Don't rely on Compass and ACHD—they're dismal failures- see Eagle Rd. and wrong projection numbers for school.

*

Ten Mile interchange is mandatory if any of the options considered for downtown are to work. After hearing the rationale, Alt. C does appear to be the best option, especially to achieve the goals of traffic and a downtown. But a caveat- if this option works, it will fill quicker than anticipated- reason is that people will try to escape the far too many four-way stops that are in the area!

*

Support keeping the current Meridian Road and Main Street traffic configuration

*

Lets not spend any tax dollars on the three proposed traffic projects for Meridian Road and Main Street

*

Alternate one-way street for E & W travel through downtown
Linden Overpass is needed for relief of present growth pattern (even before 10 mile interchange)

*

Open up Pine Avenue from Locust Grove to Eagle Road. Widen Meridian Rd.- leave Main as is extending Boise Urban stages west on Overview Avenue to downtown Meridian plus the rail line from Boise to Meridian, Nampa, or Caldwell. Rail line is urgent. Underpass under rail line!

*

I prefer the least-hassle plan of Alternative A: One way couplet as a temporary solution until other plans become solidified. Also to make 5-lane roads through Meridian would not be feasible due to residential area between Cherry Lane and the railroad. A 2 lane with a middle turn lane would be feasible.

*

Alt. "C." If our intent is to in fact keep/make the downtown area walker friendly, then the "split corridor" (Alt. C) is the way to go. I know you will pay close attention to the lights at the south end but PLEASE do not ignore the lights at the north end (Fairview). Marcel Bujarehi

*

John Nesmith- Meridian Automotive
I support the split couplet option- I think all connecting streets between Main and Meridian should have sidewalks, curb, and gutters to provide adequate protection for foot traffic and ample cross traffic support. I also support making Main and Meridian 1 way until the split corridor can be build. We need a solution before 3-5 years. Thanks.
(we should at least eliminate the signal @ Idaho or the lights at @ Pine and Idaho to help traffic)

*

Temporary one way grid while land is acquired and all studies are done for quicker relief then after 10 mile and Locust Grove Overpasses are done reevaluate what needs are.

*

Phase project to help traffic flow now. Three years is too far away. One ways temporary until Alt. C.
*
As a resident of Meridian, I will strongly resist any design other than the simple Meridian/Main couplet- which I strongly support. Today's editorial in the Statesman is appropriate conclusion and recommendation. Please support the low-cost option.
*
One Way (Main and Meridian) Couplet between Cherry and Franklin as Locust Grove, Linden overpasses and Ten Mile interchange become real and then: Alt. C/ Corridor!!!!
*
Dollars addressed to options to exit freeway first. One way couplet. Phased in changes for streets.
*
Fairview Main to Meridian:
-Widen Fairview
-Restrict W. bound Fairview to S. Main (direct to S. Meridian)
-North Main to E. Fairview ok
-NO N. Main to W. Fairview (direct traffic to N. Meridian to turn to W. Fairview)
-E. Fairview to S. Main ok
*
Need fixing of W. Altma Lane ASAP. Best fix would be put corporate through. Other solutions take too long and won't allow development. Can also set emerging access to subdivisions. Mike Swenson, 815 W. Altma Lane 887-3736
*
Like C: deviation given to the west side of Meridian N. of where it carries all the N-S traffic. The 5 lane will cut it off from being a part of the downtown core unless adequate access is given.

1. Signals at Idaho, Broadway, etc.?

2. Pedestrian overpass?
3. ???

*

#1 Problem: Reduce Traffic through Old Town

Created a drawing- forwarded to city staff

Robert Kriser
891 E. Kingsford
Meridian, ID
887-6438

*

1-19-05

To Whom It May Concern:

PLUM CREEK TIMBER & MFG., CO.

LOCATION: 240 West Taylor Avenue, Meridian, Idaho

Plum Creek Timber receives and ships a combination of 300+ semi-trucks per month. Our neighbors, Dairyman of America handles a combination of another 250-260 semi-trucks per month. These 550-560 semi-trucks range in lengths from 75 feet to 85 feet and have the capacity to carry up to 105,000 pounds of product legally.

CONCERNS:

Our concerns are, the two-way traffic on Meridian Road is already heavy enough that our trucks are finding it difficult to either turn from Meridian Road onto Taylor Avenue or to get onto Meridian Road from Taylor at certain times of the day. They find it next to impossible to get someone to allow them to enter Meridian Road between the hours of 4:00 pm and 6-6:30 pm. At times, early morning, at noon and evening "going home rush," the traffic will back up from the Franklin stop light back beyond Taylor and Ada streets. If this proposal to make 1st street one-way into Meridian's business section and to make Meridian Road a one-way out of Meridian to the freeway goes through, what street will these 560 trucks take to get back to their destinations?

King Street is too far past Taylor to be an effective alternative, as it would force traffic back against the flow of oncoming traffic. With two lanes of one-way traffic, who will stop and let a truck onto Meridian Road at either Ada or Bower? Also consider the turning radius of these large trucks and add that criteria into the mix of both turning from 1st street onto one of these side streets and then back on to the opposing direction and their re-entry back into heavy traffic.

Broadway is bigger and wider and the best of all choices, however it places these big rigs further down town and up stream, with a relatively short distance to the rail tracks – again – if anyone is kind enough to let them onto Meridian Road, they still have to cross over to the far right lane in order to turn onto Taylor Avenue.

I truly believe the better plan is to go to 10 Mile and possibly Black Cat roads and put in off ramps from the freeway that would largely reduce the congestion and eliminate the displacement of some business's and residents along proposed one-way roads. I live in Weiser, Idaho, and work in Meridian and have, over the past 15 years, watched as the traffic has become worst and worst each year as folks try to get out of the Boise Proper and into this great, "once little" community. I have also seen the downtown section of the business community become so overwhelmed with traffic and the lack of the ability to be able to shop and get back onto the roadways that at those certain times of the day, residents will not shop down town and would even rather drive onto Nampa, Caldwell, or even Boise to shop where the roads are adequate to allow a proper flow of traffic with turning and escape lanes. By bringing more traffic downtown, in my opinion, not only would it not cure the problem, rather create a larger problem for those businesses that are already suffering. Thank you in advance for your considerations to my suggestions.

Sincerely, Mick Hessler, Plum Creek Timber & Mfg, Co.
*

January 20, 2005
Mr. Steve Siddoway
Traffic Coordinator

City of Meridian
Meridian, Idaho 83642

Dear Steve:
First, a hearty thanks to you for all your efforts to coordinate a reasonable solution to complex issues regarding traffic thru downtown Meridian. It is heartening to see significant progress being made in bringing clarity to these issues.

Second, my interest in a reasonable solution is sparked by ownership of 1404 and 1406 N. Main along with properties from 1331 – 1435 E. 2 ½ Street.

After reviewing the options presented it is my opinion that Option "C" would best serve the combined interests of downtown Meridian along with moving traffic in the most efficient manner. A fall back option would be "B." The third option of having one-way streets exclusively on Main and Meridian could conceivably complicate traffic problems.

Your willingness to enter these comments into the record is appreciated.

Sincerely,
Milt Erhart
*
Written testimony of: Christopher Broer, 387 West Woodbury Drive, Meridian
I've lived in Meridian for many years, and don't want millions of tax dollars to be spent on any of these three proposals. I support keeping the current traffic configuration.

We don't need a road that has as many lanes as Eagle Road put through an originally residential neighborhood. This won't affect just homeowners directly on Meridian Road. Everyone who's between the interstate and the far-flung areas these

proposals would encourage development in, will eventually have more traffic coming through their neighborhoods as a result. As the mayor says in today's Statesman, you can't overwhelm downtown with traffic, yet ironically these proposals would overwhelm Meridian Road to the west with additional traffic, especially long-term from the additional development it will encourage.

We not only would have a diminished quality of life from the additional traffic, but our families' biggest assets, our homes, will lose value for two reasons: First, there will be less demand for our existing homes because people won't want to live next to the new heavier traffic corridor. As today's Statesman says, the traffic streets bear influences the desirability of a neighborhood. Second, there would be an additional supply of new homes in far-flung areas of Meridian from those of us "down stream" were paved over. Our homes have appreciated at less than the national average for six straight years because so much new supply of houses is always being added in Meridian. There was a 97% increase in 2004, and that was on top of an 85% increase just the year before. We're already more densely populated than either Boise or Garden City, and three times more densely populated than Eagle, per the U.S. Census Bureau.

These proposals might be worth considering if the only winners were the current commuters in Meridian. If these proposals were coupled with a building moratorium, it could then be said the benefits of increased capacity would fully accrue to existing taxpayers. But we all know that as soon as capacity is added, it will only encourage more development such that the new, wider road is right back up to the same commute time within a couple of years. I support the free market. If developers want to build large subdivisions in the far-flung parts of Meridian, they shouldn't be helped by the taxpayer dollars of existing residents for these proposals.

Existing residents are told to "compromise" to allow such an increase in all these lanes. I would respectfully state that the best way to maintain quality of life for

existing residents is to maintain the current system, save our tax dollars, and allow traffic as a natural brake on excess growth. I respect that some believe these proposals will make it easier for pedestrians and drivers who want to conduct business along Main Street, but I can say in all honesty I'm no deterred now. Please let our existing layout remain in place.
*

Appendix 5
Potential Resources for Implementing the Downtown Meridian Transportation Management Plan

Potential Resources for Downtown Meridian Transportation Management Plan

The table at right will guide you through a list of over 50 potential resources described in this Appendix that might be tapped to support TMP implementation. At right you will find them organized by type of resource: Federal, State Local and Private. Each coded number in the table is a reference to a resource in the text (e.g., F1 is the first resource listed in the **F**ederal section).

	Resource Type											
Program Areas	**Federal**			**State**			**Local**			**Private**		
Transportation and Corridor Improvements	F1	F6	F7	S2	S3	S4	L1	L2	L3	P1	P2	P3
	F8	F9	F10	S5	S7	S9	L4	L5		P10	P11	P12
	F13	F15	F16							P13	P14	P15
	F20	F21	F22							P16	P17	P18
	F24									P19		
Infrastructure	F1	F2	F3	S1	S2	S7	L5			P2	P3	P9
	F6	F7	F8							P11	P12	P13
	F9	F10	F12							P14	P15	P16
	F13	F15	F18							P17	P18	P19
	F22	F24										
Technical Assistance	F4	F5	F13									
	F20	F23										
Communication and Promotion	F3	F12		S6								
Land Acquisition	F15	F17	F19							P1	P3	P16
	F22	F24								P18	P20	
Historic Preservation	F11	F14		S8						P1	P4	P5
										P6	P7	P8

NATIONAL

F1. EDA Economic Adjustment Program

DESCRIPTION: Helps state and local areas design and implement strategies for facilitating adjustment to changes in their economic situation that are causing or threaten to cause serious structural damage to the underlying economic base. Such changes may occur suddenly ("Sudden and Sever Economic Dislocation") or over time ("Long Term Economic Deterioration") and result from industrial or corporate restructuring, new Federal laws or requirements , reductions in defense expenditures, depletion of natural resources or natural disasters.

AMOUNT: Contact source.

REQUIREMENTS: Applicant may be a state, a city or other political subdivision, a designated Redevelopment Area, a community development corporation, or nonprofit organization determined by EDA to be representative of a Redevelopment Area. The area to be assisted must either 1) have experienced, or anticipate, a change in the economic situation resulting in the loss of a significant number of permanent jobs relative to the area's employed labor force and/or other severe economic impacts, or 2) manifest at least one of three symptoms of economic deterioration: very high unemployment, low per capita income, or failure to keep pace with national economic growth trends over the last five years.

SOURCE: Economic Development Administration, 208-334-1521

F2. Economic Development Administration (EDA) Loans and Grants

DESCRIPTION: Grants to communities for site preparation and construction of water and sewer facilities, access roads, railroad spurs, etc.

AMOUNT: Restricted to $10,000 per created job. Loan guarantees of 80% for loans equal to or greater than $600,000 for individual enterprises.

REQUIREMENTS: Individual enterprises must demonstrate they are unable to obtain financing through conventional means. Frequently combined with other funding sources (CDBG). Matching funds of varying proportions are required.

SOURCE: Economic Development Districts or Economic Development Administration, 208-334-1521.

F3. Rural Development Through Tourism

DESCRIPTION: The EDA has provided strategy grants to perform regional and local studies for assessing the feasibility of tourism activities. EDA has also provided public works grants for local public infrastructure necessary to accommodate tourism activity.

AMOUNT: Variable

REQUIREMENTS: Contact source.

SOURCE: Economic Development Administration, 208-334-1521.

F4. EDA Technical Assistance Program

DESCRIPTION: Provide technical assistance to local communities to assist in solving specific economic development problems, respond to developmental opportunities, build and expand local organizational capacity in distressed areas, and stimulate job and business growth in areas of high unemployment.

AMOUNT: Contact source.

REQUIREMENTS: Benefit areas of severe economic distress. Lead to near-term generation or retention of private sector jobs; be consistent with an EDA-approved Overall Economic Development Program; contact source.
SOURCE: Economic Development Administration, 208-334-1521

F5. EDA Technical Assistance Research Division

DESCRIPTION: Provide technical assistance to local communities to stimulate job and business growth in areas of high unemployment. EDA assists local communities in determining the feasibility of resource development; prepare women for roles as entrepreneurs; conduct national workshops on various aspects of the economy.
AMOUNT: Contact source
REQUIREMENTS: Contact source
SOURCE: EDA Technical Assistance Research Division U.S. Department of Commerce, 14th Street & Pennsylvania Avenue, N.W., Herbert C. Hoover Building, Room 7315, Washington, DC 20230. Contact: Director, (202) 482-4085; Economic Development Representative, Boise, ID, 208-334-1521.

F6. Transportation Equity Act - Surface Transportation Program

DESCRIPTION: The STP provides flexible funding that may be used by States and localities for projects on any Federal-aid highway, including the National Highway System, bridge projects on any public road, transit capital projects and intra-city and inter-city bus terminals and facilities. A portion of funds reserved for rural areas may be spent on rural minor collectors.
AMOUNT: Contact source.
REQUIREMENTS: Contact source.
SOURCE: U.S. Dept. of Transportation - Federal Highway Administration via Idaho Transportation Department; contact Mary Gray, 208-334-1843.

F7. Transportation Equity Act - Interstate Maintenance Program

DESCRIPTION: The Interstate Maintenance (IM) program provides funding for resurfacing, restoring, rehabilitating and reconstructing (4R) most routes on the Interstate System.
AMOUNT: $100 million per year for fiscal years 1999-2003
REQUIREMENTS: Projects for 4R work (including added lanes) on any route or portion thereof on the Interstate System.
SOURCE: U.S. Dept. of Transportation - Federal Highway Administration via Idaho Transportation Department; contact Mary Gray, 208-334-1843.

F8. Transportation Equity Act – National Highway System

DESCRIPTION: This program provides funding for improvements to rural and urban roads that are part of the NHS, including the Interstate System and designated connections to major intemodal terminals.
AMOUNT: Contact source.
REQUIREMENTS: Contact source.
SOURCE: U.S. Dept. of Transportation – Federal Highway Administration via Idaho Transportation Department; contact Mary Gray, 208-334-1843.

F9. Transportation Equity Act – Technology Deployment and Education

DESCRIPTION: To significantly accelerate the adoption of innovative technologies by the surface transportation community.

AMOUNT: Contact source.

REQUIREMENTS: Contact source.

SOURCE: U.S. Dept. of Transportation – Federal Highway Administration via Idaho Transportation Department; contact Mary Gray, 208-334-1843.

F10. Transportation Equity Act – National Corridor Planning and Development Program and Coordinated Border Infrastructure Program

DESCRIPTION: To provide allocations to States and metropolitan planning organizations for coordinated planning, design, and construction of corridors of national significance, economic growth, and international or interregional trade.

AMOUNT: Contact source.

REQUIREMENTS: Eligibility for funds from the Corridor Program is limited to States and MPOs.

SOURCE: U.S. Dept. of Transportation - Federal Highway Administration via Idaho Transportation Department; contact Mary Gray 208-334-1843.

F11. Preservation Tax Incentives for Historic Buildings

DESCRIPTION: A part of the Tax Reform Act of 1986, this act establishes; (1) a 20% tax credit for the substantial rehabilitation of historic buildings for commercial, industrial and rental residential purposes, and a 10% tax credit for the substantial rehabilitation for nonresidential purposes of buildings built before 1936; (2) a straight-line depreciation period of 27.5 years for residential property and 31.5 years for nonresidential property for the depreciable basis of the rehabilitated building reduced by the amount of the tax credit claims.

AMOUNT: Variable

REQUIREMENTS: The 10% tax credit is not available for rehabilitation of certified historic structures, and owners who have properties within registered historic districts and who wish to elect this credit must obtain certification that their buildings are not historic.

SOURCE: U. S. Department of the Interior, National Park Service and National Conference of State Historic Preservation Offices. Call Idaho State Historic Preservation Office, 208-334-3861.

F12. "Information Superhighway" Grants to Nonprofits and State and Local Governments

DESCRIPTION: The National Telecommunications and Information Administration (NTIA), Department of Commerce serves as the President's principal advisor on telecommunications and information policy. Through its Office of Telecommunications and Information Applications, NTIA administers four Federal assistance programs, including the Telecommunications and Information Infrastructure Assistance Program (TIIAP), to support the development of educational, economic, and cultural telecommunication services to the public. The TIIAP was created by the Congress in 1993 to promote the widespread use of telecommunications and information technologies in the public and non-profit sectors.

AMOUNT: Funds must be matched by contributions generated by the applicant.

REQUIREMENTS: Contact source.

SOURCE: Dept. of Commerce, NTIA/TIIAP; 14th and Constitution Ave., NW; Washington, D.C. 20230 (202) 482-2048.

F13. Community Reinvestment Fund (CRF)

DESCRIPTION: A nonprofit organization that purchases development loans from community-based development organizations and government agencies. This secondary market function makes it possible for local communities and nonprofit organizations to raise money for new projects by selling their existing loans. CRF purchases a variety of loan types. In addition, CRF also offers contract portfolio management, portfolio review, training, and capacity building.

AMOUNT: Contact source.

REQUIREMENTS: Contact source.

SOURCE: Frank Altman; 2400 Foshay Tower; 821 Marquette Ave.; Minneapolis, MN 55402; 612-338-3050.

F14. National Center for Preservation Tech. & Training

DESCRIPTION: Awards grants for preservation and conservation programs devoted to training, technology and basic research. The purpose of the PTTGrants program is to ensure an effective and efficient system of research, information distribution and skills training in all the related historic preservation fields.

AMOUNT: $20,000 - 40,000

REQUIREMENTS: Contact source

SOURCE: 318-356-7444, NSU Box 5682, Natchitoches LA, 71497, www.ncptt.nps.gov

F15. U.S. Department of Commerce–Economic Development

DESCRIPTION: EDA works in partnership with state and local governments, regional economic development districts, public and private nonprofit organizations, and Indian tribes. EDA helps distressed communities address problems associated with long-term economic distress, as well as sudden and severe economic dislocations including recovering from the economic impacts of natural disasters, the closure of military installations and other Federal facilities, changing trade patterns, and the depletion of natural resources.

AMOUNT: Varies

REQUIREMENTS: Contact source

SOURCE: A. Leonard Smith, Reg. Dir. 206-220-7660, Ste 1856, Jackson Federal Bldg. Seattle WA, 98174, LSmith7@doc.gov, www.doc.gov/eda

F16. National Endowment for the Arts

DESCRIPTION: Provides national recognition and support to significant projects of artistic excellence, thus preserving and enhancing our nation's diverse cultural heritage. These guidelines articulate the agency's goals and commitment to support the core artistic and public service projects of organizations that are devoted to the arts.

AMOUNT: Varies

REQUIREMENTS: Contact source

SOURCE: 202-682-5700, 1100 Pennsylvania Ave NW, Washington DC, 20506-0001, http://arts.endow.gov/guide

F17. U.S. Department of Housing and Urban Development

DESCRIPTION: Various grant programs including Community Development Block Grants, HOME, PHAs, Fair Housing, and others.

AMOUNT: Varies
REQUIREMENTS: Contact source
SOURCE: (202) 708-1112, U.S. Dept. of Housing and Urban Devt., 451 7th Street S.W., Washington, DC 20410, www.hud.gov

F18. Department of Energy
DESCRIPTION: Variety of programs focused on science and research. Contact source or view webpage below for complete listing of funding opportunities.
AMOUNT: Varies
REQUIREMENTS: Contact source.
SOURCE: Daniel W. Drel, PhD. Comm. & Bus Prog. 301-903-6488, 19901 Germantown Rd, ER-72, Germantown MD, http://www.sustainable.doe.gov/management/financl.shtml

F19. FmHA Business & Industrial Loans
DESCRIPTION: The Farm Credit Administration (FCA) may provide financing for Businesses and Industries through the Bank for Cooperatives, Federal Land Banks and Production Credit Associations.
AMOUNT: $750,000
REQUIREMENTS: Contact source.
SOURCE: Community and Business Program, Farmers Home Admin.

F20. Department of Transportation
DESCRIPTION: Variety of programs for transit improvements and technical assistance. Contact source or view webpage below for complete listing of funding opportunities.
AMOUNT: Varies
REQUIREMENTS: Contact source.
SOURCE: Harold Peaks, 202-366-4062, http://www.dot.gov/ost/m60/grant/grelate.htm

F21. Department of Agriculture
DESCRIPTION: Variety of programs for business, community development, food security, research and education. View webpage below for complete listing of funding opportunities.
AMOUNT: Varies
REQUIREMENTS: Contact source.
SOURCE: http://www.usda.gov/nonprofi.htm

F22. Department of Commerce
DESCRIPTION: Variety of programs for economic development. Contact source or view webpage below for complete listing of funding opportunities.

AMOUNT: Varies
REQUIREMENTS: The preapplication allows communities to obtain a preliminary review of the project by EDA before undertaking the development of a full application. Community officials with project proposals contact EDA's Economic Development Representative (EDR) for the area. If the EDR determines that the project meets basic eligibility requirements, he/she will provide the organization with the appropriate forms and a copy of the current Notice of Funding Availability found in the Federal Register.
SOURCE: www.doc.gov

F23. Department of Labor
DESCRIPTION: Variety of aid programs in the form of technical assistance. Contact source or view webpage below for complete listing of funding opportunities.
AMOUNT: Varies
REQUIREMENTS: Contact source.
SOURCE: http://www.dol.gov/dol/oasam/public/grants/prgms.htm

F24. Federal Transit Administration- Metropolitan Planning Program
DESCRIPTION: This program establishes a cooperative, continuous, and comprehensive framework for making transportation investment decisions in metropolitan areas. Objectives are to assist in development of transportation improvement programs, long-range transportation plans, and other technical studies.
AMOUNT: Varies; the Federal share is 80 percent and the local share is 20 percent.
REQUIREMENTS: Those that support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency; increase the safety and security of the transportation system for motorized and nonmotorized users; increase the accessibility and mobility options available to people and for freight; protect and enhance the environment, promote energy conservation, and improve quality of life; enhance the integration and connectivity of the transportation system, across and between modes, for people and freight; promote efficient system management and operation; and emphasize the preservation of the existing transportation system.
SOURCE: For more information contact The Office of Planning, (202) 366-4033. http://www.fta.dot.gov .

STATE

S1. Community Development Block Grants (CDBG)

DESCRIPTION: Provides partial funding for public infrastructure to support industrial and business expansion. Also downtown revitalization projects, low income housing, physical infrastructure, low income jobs, reduction of blight.

AMOUNT: Variable up to $500,000

REQUIREMENTS: Grants to cities and counties only, with sub-recipients (nonprofits) common. Project must benefit low and moderate income households, maximum of $10,000 per new job.

SOURCE: U.S. Department of Housing and Urban Development via Idaho Department of Commerce, 208-334-2470

S2. Community Transportation Enhancement (CTE) Grant

DESCRIPTION: Program administered by Idaho Department of Lands in cooperation with Idaho Transportation Department and Idaho Community Forestry Council. Funds are provided for cities, counties or tribal governments for the purchase of trees and plantings along major public transportation corridors in Idaho communities.

AMOUNT: $15,000 maximum.

REQUIREMENTS: 10 percent match required. All grant fund expenditures must comply with Federal Office of Management & Budget

SOURCE: Idaho Department of Lands, 3780 Industrial Ave, South; Coeur d'Alene, ID 83815; contact David Stephenson, (208) 666-8621; www2.state.id.us/lands/bureau/community_forestry/grants/cte_ grant_pgm/index.htm

S3. Statewide Transportation Program – Local Urban

DESCRIPTION: Provides funding support for areas with a population 5,000 or greater for use in new construction, reconstruction or rehabilitation or roadways. Funds can be used for transportation planning, corridor studies and the purchase of minimal corrosive anti-icing material. Funds can also be used for enhancement, bridge or safety activities.

AMOUNT: Contact source.

REQUIREMENTS: State or local match of 7.34 percent is required.

SOURCE: Idaho Transportation Department, Local Highway Technical Assistance Council; contact Joe Haynes, (208) 344-0565.

S4. Statewide Transportation Program – Enhancement

DESCRIPTION**:** Enhancement projects must be in close proximity and directly related to the transportation system. Enhancement projects can include such items as bike paths, interpretive centers, and landscaping.

AMOUNT: Idaho Transportation Board policy has set a $500,000 federal-aid cap on Enhancement projects. A sponsor pays the cost associated with the project and submits a reimbursement request to ITD. Participation in the program requires matching funds from the agency sponsoring the project. The match ranges from 2-10% of the project total, depending on project cost. Sponsoring agencies must budget for these costs in their annual budget process. The Idaho Transportation Board has recommended minimum and maximum program funding targets for the three activity categories: (1) 40-70% for pedestrian and bicycle, (2) 15-30% for scenic and environmental, and (3) 15-30% for historic.

REQUIREMENTS: The program funds activities that have not traditionally been included in the design and construction of the transportation system.

The funds cannot be used for routine or customary elements of construction and maintenance or for required mitigation.
SOURCE: Gail Ewart; phone 334-8489 email gail.ewart@itd.idaho.gov

S5. Statewide Transportation Program – Safety

DESCRIPTION: Safety funds can be used to fund safety improvements on routes on or off of the state highway system. Safety projects include hazard elimination at high accident locations, guardrail upgrades, and railroad crossing improvements.

AMOUNT: Varies

REQUIREMENTS: Idaho's most critical driver behavior problems have been identified. The areas were selected on the basis of the severity of the problem, economic costs, availability of grantee agencies to conduct successful programs, the presence of existing countermeasures and other supportable conclusions drawn from the traffic safety problem identification process. Contact source for more information.

SOURCE: Mark Strait; phone 334-8100 email mark.strait@itd.idaho.gov

S6. Idaho Travel Council Tourism Development Grants

DESCRIPTION: Supports tourism planning and promotion activities among communities and community development organizations.

AMOUNT: Varies. Contact Source.

REQUIREMENTS: Contact Source.

SOURCE: Idaho Travel Council, (208) 334-2470.

S7. Idaho Department of Lands Urban Forestry Program

DESCRIPTION: Small technical assistance grants and trees for urban forestry.

AMOUNT: Varies but most technical assistance grants are under $1000.

REQUIREMENTS: Recipients must qualify with Source.

SOURCE: Idaho Department of State Lands, 208-334-0200.

S8. Certified Local Government Program (CLG)

DESCRIPTION: The purpose of the CLG program is to assist local governments in the identification and preservation of local historic and pre-historic resources.

AMOUNT: Allocations are based on population. An average grant ranges from $1500 to $3500. All grants must be matched with cash or in-kind sources.

REQUIREMENTS: To achieve a long-term working relationship between the SHPO and the local government, a historic preservation commission must be established by ordinance.

SOURCE: State Historic Preservation Office (SHPO), 208-334-3861; Washington State Historic Preservation Office (SHPO), 360-753-5010.

S9. Congestion Mitigation/ Air Quality (CMAQ)- Idaho Transportation Department

DESCRIPTION: CMAQ funds are used for projects in areas that do not attain the standards for ozone or carbon monoxide established in the Federal Clean Air Amendments Act. Although Idaho has no non-attainment areas, portions of Idaho's CMAQ funds are spent on projects that enhance air quality. The remainder of the funds goes into the STP program.

AMOUNT: The CMAQ program receives annual funding within the range of $2,000,000 to $4,000,000 in federal apportionment and obligation authority prior to matching requirements. The final amount funded each year depends on cost-effectiveness and air quality benefits of the submitted projects. Local match requirements have been reduced to 7.34 percent of the total project cost to increase funding availability. CMAQ projects are funded through cost reimbursement.

REQUREMENTS:CMAQ projects fall into two categories: construction and non-construction. The non-construction category is further broken out into transit-related projects and all others. Construction projects may include: road surfacing and construction; bicycle and pedestrian route construction; and traffic flow improvements, Intelligent Transportation Systems, and intermodal facilities with construction components. Non-construction projects may include: dust control and prevention; transit; conversion of public fleets to alternative fuels; traffic flow improvements and Intelligent Transportation Systems planning; special studies; and alternative transportation education, promotion, and outreach efforts.

SOURCE: Matthew Moore, M.A.; phone 208-334-8396 email matthew.moore@itd.idaho.gov

LOCAL

L1. Assessment-backed Debt

DESCRIPTION: Debt undertaken for public improvements wherein payback is tied to LIDs, ULIDs, or BIAs.

AMOUNT: Variable

REQUIREMENTS: Contact source.

SOURCE: City coordinates assessment of property owners and/or businesses.

L2. City/County General Fund

DESCRIPTION: General revenue funding is recommended for those improvements or ongoing projects which have general community-wide benefits.

AMOUNT: Variable

REQUIREMENTS: Contact source.

SOURCE: City or County.

L3. Development Incentive Programs

DESCRIPTION: Incentives encourage the private sector to provide the desired public improvement.

AMOUNT: Variable

REQUIREMENTS: Contact source.

SOURCE: City.

L4. Local Improvement Districts (LID)
DESCRIPTION: Property owners pay for such projects as capital improvements, parking lots, landscaping and public parks through systematic, periodic self-assessment.
AMOUNT: Variable
REQUIREMENTS: Self-taxing districts
SOURCE: City.

L5. General Obligation Bonds
DESCRIPTION: Tax-supported bonds used to finance governmental capital improvements such as public buildings, roads, infrastructure improvements, community centers, etc.
AMOUNT: Variable
REQUIREMENTS: This form of debt requires a public vote for approval.
SOURCE: Loan. Private banking industry.

PRIVATE

P1. 501 (c)(3) Bonds

DESCRIPTION: Nonprofit, 501 (c)(3) organizations may now borrow for land purchases, acquisition and/or improvement of facilities, design and financing of same. Museums, performing arts, theaters, social services (e.g., teen centers), historical societies and others are included.

AMOUNT: Variable

REQUIREMENTS: Must be 501 (c)(3) organization.

SOURCE: Non-profit organization.

P2. Revenue Bonds

DESCRIPTION: Debt undertaken wherein payback is tied to specific revenue streams. This form of debt does not require a public vote. Common uses include industrial development, housing and social services.

AMOUNT: Variable

REQUIREMENTS: Requires local government support.

SOURCE: Private banking industry.

P3. Northwest Area Foundation

DESCRIPTION: The Foundation contributes to the vitality of its eight-state area by promoting economic revitalization and improving the standards of living. Programs are public policy, economic development, community building, arts and culture, sustainable development, sustainable agriculture and water and Fisheries

AMOUNT: Variable, up to six digits

REQUIREMENTS: Contact Source

SOURCE: Northwest Area Foundation, E-1201 First National Bank Bldg., 332 Minnesota St., St. Paul, MN 55101-1373, (612) 224-9635.

P4. Critical Issues Fund

DESCRIPTION: The CIF was created to help local communities resolve major disputes involving historic preservation and urban development. CIF model project and research grants are intended to support studies or other activities that address widespread, pressing preservation problems(or common community-development problems to which preservation may offer a solution).

AMOUNT: Competitive model project grants range from $5,000 to $25,000 and must be matched on at least a 1-to-1 basis.

REQUIREMENTS: Eligible grant recipients include nonprofit organizations, local public agencies, and universities. For-profit entities may carry out CIF commissioned research on a contractual basis. Projects may address urban, rural and suburban issues.

SOURCE: National Trust for Historic Preservation, (202) 588-6000. Call Idaho State Historic Preservation Office, 208-334-3861.

P5. Heritage Tourism Initiative

DESCRIPTION: Offers comprehensive technical assistance for heritage tourism development and marketing.

AMOUNT: Contact source

REQUIREMENTS: Contact source
SOURCE: National Trust for Historic Preservation, (202) 588-6000. Call Idaho State Historic Preservation Office, 208-334-3861.

P6. Inner City Ventures Fund

DESCRIPTION: ICVF awards may be used for acquisition and rehabilitation and related capital costs for projects that offer housing, neighborhood services and commercial opportunities for area residents and, to a limited degree, architectural costs. ICVF awards may not be used for administrative costs.

AMOUNT: ICVF awards consist of a grant and a low-interest loan in equal amounts; the maximum term for an ICVF loan is five years. Each ICVF award package ranges from $40,000 to $100,000.

REQUIREMENTS: At no time can ICVF funds be the only money invested in a project. ICVF funds are intended to provide up to one-sixth of the rehabilitation funds needed to finance a project; therefore, ICVF awards have matching and leveraging requirements. Every ICVF dollar awarded must be matched with 50 cents in cash or equity and $5 in other loans or grants for the project. This translates into a minimum project budget of $240,000 to qualify for the smallest ICVF award.

SOURCE: National Trust for Historic Preservation, (202) 588-6000. Call Idaho State Historic Preservation Office, 208-334-3861.

P7. National Preservation Loan Fund

DESCRIPTION: A flexible financing program to promote the revitalization of commercial and industrial centers, the conservation of neighborhoods and rural communities, and the preservation of archaeological and maritime resources. Through the NPLF, the National Trust provides financial and technical assistance to help preserve historic resources as well as strengthen the real estate development capabilities of recipient organizations. NPLF awards can be used to; acquire, stabilize, rehabilitate or restore a National Register-listed or eligible property for use, lease or resale; establish or expand a revolving fund either to acquire and resell properties or to re-lend for acquisition and rehabilitation costs; purchase options to acquire historic properties. Funds may not be used to support administrative expenses or planning costs incurred prior to a NPLF award.

AMOUNT: Low-interest loans and loan guaranties up to $100,000 to public agencies and owners of endangered National Historic Landmarks.

REQUIREMENTS: A minimum dollar-for-dollar match of National Trust funds is required and projects with high local-to-Trust leverage will be most likely to receive NPLF awards. Matching funds must be available to spend at the time of loan disbursement. Financing requirements will be tailored to individual projects. All applicants must be members of the National Trust's preservation Forum.

SOURCE: National Trust for Historic Preservation, (202) 588-6000. Call Idaho State Historic Preservation Office, 208-334-3861.

P8. The National Trust for Historic Preservation

DESCRIPTION: Provides grants for projects that contribute to the preservation or the recapture of an authentic sense of place.

AMOUNT: Grants range from $2,500 to $25,000.

REQUIREMENTS: Nonprofit organizations, government agencies, for-profit businesses and individuals.

SOURCE: National Trust for Historic Preservation, (202) 588-6000. Call Idaho State Historic Preservation Office, 208-334-3861. Contact http://www.nthp.org/main/frontline/departments/finacial.htm

P9. Inland Northwest Small City Grant Program

DESCRIPTION: Avista Corporation (formerly Washington Water Power) has created a small fund to assist the communities and organizations in the Inland Northwest to build capacity to carry on economic development activities.

AMOUNT: The amount requested from Avista can not be the sole largest amount given by the private industry sector for the project. It is recommended that at least 50% of the total cost of the project be funded by local fundraising.

REQUIREMENTS: The requestor must apply through a city or county government or a recognized economic development organization of a city, county or region within the geographical boundaries of Avista's service area.

SOURCE: Local Avista office or 1-800-727-9170 ext. 8076.

P10. American Communities

DESCRIPTION: The information center of HUD's Office of Community Planning and Development, American Communities serves State and local agencies, nonprofit organizations, public interest and intermediary groups, and others interested in housing and community development.

AMOUNT: Contact source

REQUIREMENTS: Contact source

SOURCE: American Communities; P.O. Box 7189; Gaithersburg, MD 20898-7189; 1-800-998-9999.

P11. Idaho Community Foundation

DESCRIPTION: The Foundation supports charitable activities that benefit the citizens of Idaho. Grants are made in a wide variety of categories including arts, education, health, environment, public projects and social services.

AMOUNT: Usual grant range: $500 to $5,000.

REQUIREMENTS: Contact source.

SOURCE: Idaho Community Foundation; P.O. Box 8143; Boise, ID 83707; 208-342-3535 or 1-800-657-5357.

P12. Idaho Humanities Council

DESCRIPTION: Funds non-profit organizations, associations, or ad hoc groups.

AMOUNT: Contact source

REQUIREMENTS: Contact source.

SOURCE: Idaho Humanities Council: 217 West State Street; Boise, ID 83702; 208-345-5346 or 1-888-345-5346.

P13. Margaret W. Reed Foundation

DESCRIPTION: Provides funding for non-profit organizations.

AMOUNT: Variable.

REQUIREMENTS: Contact source.

SOURCE: Margaret W. Reed Foundation, C/O Scott Reed, P.O. Box A, Coeur d'Alene, ID 83816. 208-664-2161.

P14. J.R. Simplot Foundation

DESCRIPTION: Funds non-profit organizations and associations.

AMOUNT: Grants range from $100 - $5,000.

REQUIREMENTS: Approximately $150,000 is managed and distributed under supervision of public relations department. Contribution requests are reviewed by the Corporation Committee on a case-by-case basis.

SOURCE: Adelia Garro Simplot, Community Relations Coordinator, P.O. Box 27, Boise, ID 83707 208-336-2110.

P15. The Ben and Jerry's Foundation

DESCRIPTION: Supports projects which facilitate progressive social change in the following areas: children and families, disadvantaged groups, minorities, civil rights, community development, the environment and grass roots organizing.

AMOUNT: Contact source.

REQUIREMENTS: Contact source.

SOURCE: The Ben and Jerry's Foundation, P.O. Box 299, Waterbury, VT 05676. Contact; Rebecca Golden, Foundation Director, 802-882-1240.

P16. The John D. and Catherine T. MacArthur Foundation

DESCRIPTION: Program supports efforts to; Generate new knowledge about community dynamics and community-building, and about the relationships between community characteristics and individual development. Enhance the capacity of community residents to organize, to mobilize their own resources, and to obtain and use external resources. Support, evaluate, and strengthen community-improvement initiatives, especially in education, public safety, economic opportunity, and recreation.

AMOUNT: Contact source.

REQUIREMENTS: Contact source.

SOURCE: The John D. and Catherine T. MacArthur Foundation, 140 South Dearborn Street, Suite 1100, Chicago, IL. 60603-5285. 312-920-6285

P17. PacifiCorp Foundation

DESCRIPTION: The Foundation intends to support the betterment of communities where PacifiCorp, its divisions, and its subsidiaries have operations, employees and interests. The objective is to link company and community goals to determine- and then fulfill – it's responsibility to improve the quality of life in areas it serves.

AMOUNT: Contact source.

REQUIREMENTS: Grants are limited to charitable non-profit, tax-exempt organizations that have obtained a letter of determination from the IRS under Section 501 (c) (3) of the Internal Revenue Code, and are not classified as private foundations.

SOURCE: PacifiCorp Foundation, 825 N.E. Multnomah, Suite 2000, Portland, OR 97232. 503-813-7257.

P18. Amoco Foundation

DESCRIPTION: Provides funding in the following areas; Seed money, operating budgets, continuing support, annual campaigns, emergency funds, building funds, equipment, scholarship funds, fellowships, special projects, general purpose, capital campaigns, and employee matching gifts. Higher education, education, social services, community development, cultural programs, youth urban affairs, conservation, energy, science and technology, engineering, and medical research.

AMOUNT: Contact source.

REQUIREMENTS: Giving primarily in areas of company representation to assist communities. No support for primary or secondary schools, religious, fraternal, social, or athletic organizations; generally no support for organizations already receiving operating support through United Way. No grants to individuals, nor for endowments, research, publications, or conferences; no loans.

SOURCE: Amoco Foundation, 200 East Randolph Drive, Chicago, IL 60690; 312-856-6306.

P19. Sage Community Resources – Revolving Loan Fund

DESCRIPTION: Funds about 1/3rd of a loan and a bank funds the balance. The customer is required to have at least 10% equity in the project. Single purpose real estate or working capital requests may require more equity.

AMOUNT: Varies.

REQUIREMENTS: This fund requires the participation of a bank.

SOURCE: Sage Community Resources, (208) 322-7033, Bobetta Turner, bturner@sageidaho.com

P20. Sage Community Resources – Community Reinvestment Fund

DESCRIPTION: This loan fund is designed for larger dollar Real Estate loans.

AMOUNT: Generally, this program is designed for loan requests over $100,000.

REQUIREMENTS: Can finance: Commercial Real Estate purchases, Equipment, Inventory and Fixtures; Cannot Finance: Re-finances, Gambling or illegal purposes.

SOURCE: Sage Community Resources, (208) 322-7033, Bobetta Turner, bturner@sageidaho.com.