

INTERSECTION & PEDESTRIAN SAFETY TASK FORCE

2023



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INTERSECTION & PEDESTRIAN SAFETY TASK FORCE

2023

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EXECUTIVE SUMMARY

Purpose

The Meridian Intersection and Pedestrian Safety (MIPS) Task Force was established in response to tragic pedestrian versus vehicle crashes that have occurred in Meridian. The task force was charged with evaluating the experience for non-vehicle travelers, such as walkers and users of bikes/scooters.

The Taskforce established clear goals, to improve safety for all mobility network users, utilize data for safety improvements, and centralize resources for community concerns.

Collaboration

This endeavor has been a joint effort from the City of Meridian, Ada County Highway District (ACHD), Community Planning Association of Idaho (COMPASS), and West Ada School District (WASD). The Taskforce met 14 times over 8 months (estimated over 24 hours of meeting time) and held innumerable other breakout meetings and discussions.

This effort would not have been possible without the expert opinions the Meridian Police Department provided from on-site visits and their presence at every Taskforce meeting.

Community Outreach

Outreach included a dedicated web page with resources for residents to report concerns needing immediate attention and an interactive map survey to report user experience.

Safety Audit

MIPS embarked on a comprehensive safety audit reviewing over 140 sites utilizing a multifaceted approach.

- Analysis of crash data
- Identification of on-site hazards
- Street light audit
- Review of community feedback
- Detailed intersection reviews

Recommendations

Through these collaborative efforts, the task force identified a range of recommendations.

- Evaluate Speed Limit Defaults and Reductions
- Study Bicycle Facilities
 - Bike Lane Interactions and Vehicular Traffic
 - Current application of ACHD's Bike Policies
- Study Pedestrian Facilities
 - Pedestrian Overpass opportunities
 - Sidewalk Gap Analysis
- Establishment of a Central Repository for Transportation Safety Information
- Retrofit 184 Street Lights from Halogen to LED
- Identified Intersection Improvements in Exhibit A
 - New crosswalk paint and signalizations
 - Improvements to existing crossings
 - Specific area speed reductions
 - Traffic signal changes
 - Improvements to Pathway, Sidewalk, and Bike lane gaps and deficiencies

PURPOSE

The Meridian Intersection and Pedestrian Safety (MIPS) Task Force was established in response to tragic pedestrian versus vehicle crashes that have occurred in Meridian. These unfortunate incidents served as a catalyst for a collective call from elected officials at both the City of Meridian and Ada County Highway District (ACHD) to establish a task force dedicated to addressing safety concerns at major intersections and pedestrian crossings, with a particular focus on locations near schools.

The task force was charged with evaluating the experience for non-vehicle travelers, such as walkers and users of bikes/scooters. The MIPS team members recognize the importance of keeping our community safe and walkable through responsible transportation planning, design, and enforcement practices. Pedestrians and other non-vehicle travelers have a right to use our roads without worrying about being struck by a vehicle.

The Task Force began the study process by establishing the following goals and action items.

Overarching Goals

- Improve the safety of all mobility network users
- Utilize data for initial and continuous safety improvements
- Centralize resources for the community to bring forward concerns

Action Items

Short Term

- Establish stakeholder group
- Review current and ongoing efforts by stakeholder agencies
- Confirm scope with ACHD Commission and Meridian City Council

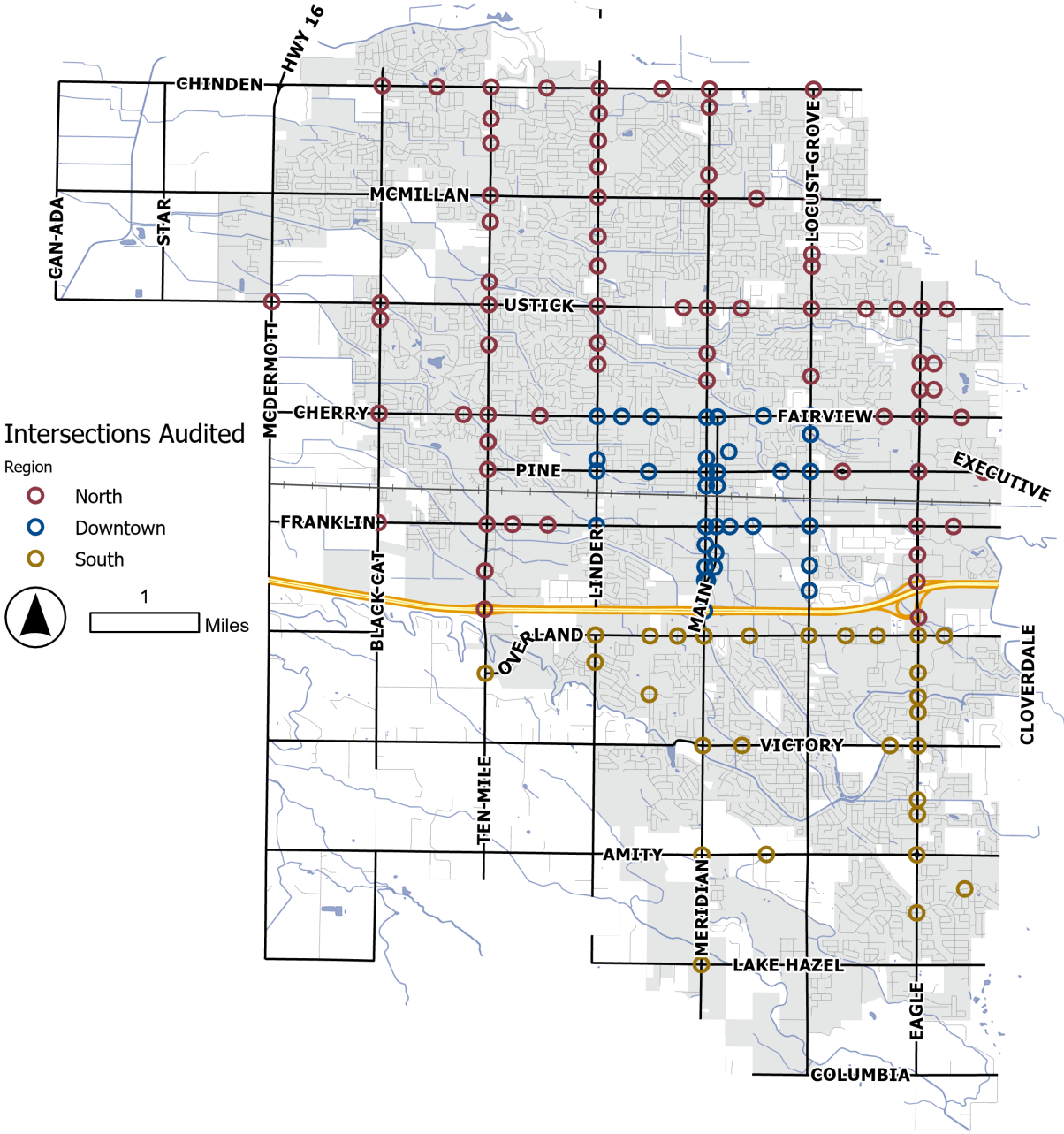
Medium Term

- Analyze existing data and crash reports
- Determine methodology used to analyze existing conditions at crossings and intersections
- Conduct a safety audit of signalized intersections and enhanced pedestrian crossings in Meridian
- Solicit public input on experience at Meridian intersections for non-vehicle travelers

Long Term

- Report a summary of findings from Safety Audit and present to ACHD Commission and Meridian City Council
- Utilize findings from Safety Audit to help in the future prioritization of community and road projects within the ACHD Integrated Five Year Work Plan

INTERSECTIONS AUDITED



SCOPE

Establish Stakeholder Group

The Meridian Intersection and Pedestrian Safety Task Force (MIPS) is a collaborative endeavor involving multiple stakeholders dedicated to enhancing the safety of intersections and pedestrian crossings. Spearheaded by the City of Meridian and the Ada County Highway District (ACHD), this initiative brings together a diverse coalition of organizations to conduct a comprehensive safety audit.

Coordinating such an extensive audit across a range of intersections demands meticulous planning and communication. Stakeholders like the Meridian Police Department, West Ada School District (WASD), and Community Planning Association of Southwest Idaho (COMPASS) play crucial roles. Regular, extended meetings spanning nine months have facilitated in-depth discussions, ensuring that various perspectives and concerns are considered and addressed.

These frequent engagements allow the MIPS team to leverage the expertise and resources of each agency. Together, they work synergistically to identify potential hazards and develop recommendations that enhance the safety of non-vehicle travelers on bikes, scooters, walking, etc. Through their united efforts, the task force aims to create intersections that prioritize the well-being of the community they serve.

Image Welcome to Meridian sign



Review Ongoing Efforts

City of Meridian

The City of Meridian prioritizes safety through development requirements and multiple department practices. The Transportation Commission and Subcommittees play a pivotal role as they respond to resident requests for specific projects and site reviews and assess and prioritize projects for the City's interest. The Parks Department focuses on pathway network improvements, while the Police Department enforces regulations and tracks pedestrian and bike crashes. Lastly, Community Development Block Grants are administered in eligible areas for eligible pedestrian enhancements like street lighting.

Ada County Highway District

ACHD takes an active approach to improving safety with a range of initiatives. Neighborhood Bike and Pedestrian Plans are updated every 9 years with community input. Advisory groups like the Pedestrian Advisory Group, Bicycle Advisory Group, and ADA Advisory Committee contribute valuable insights. They conduct pedestrian crossing maintenance and audits, program Community Projects through the Integrated Five-Year Work Plan (IFYWP), and review intersection signals for pedestrian-friendly intervals. The Safety Around Schools review effort further demonstrates their commitment.

West Ada School District

The West Ada School District concentrates on safety through systematic reviews. The Student Mobility Safety Commission conducts safety audits for each school's walking zones every 3 years. Further they identify and review bus stop locations for pupil security. They also prioritize and request resident and school administrator requests for projects through the IFYWP process.

Community Planning Association of Southwest Idaho

COMPASS adopted a Complete Network Policy in its most recent long-range transportation plan, Communities in Motion 2050. The policy identifies regional networks and the infrastructure accommodations required to provide safe and efficient travel for all modes. COMPASS is currently working to identify ways to improve walkability to schools in the region. An analysis is underway to identify schools with low walkability to adjacent

neighborhoods, sidewalk/crossing/infrastructure gaps in the walkable network, and opportunities to improve or upgrade existing infrastructure. Further, COMPASS secured a federal planning grant through the Safe Streets and Roads for All program to complete a Regional Safety Action Plan to identify crash trends, high-risk roadway characteristics, and proven safety countermeasures to reduce the number of serious and fatal injuries for all modes. That effort will kick off in September of 2023.

Review of Existing Data

ACHD Data

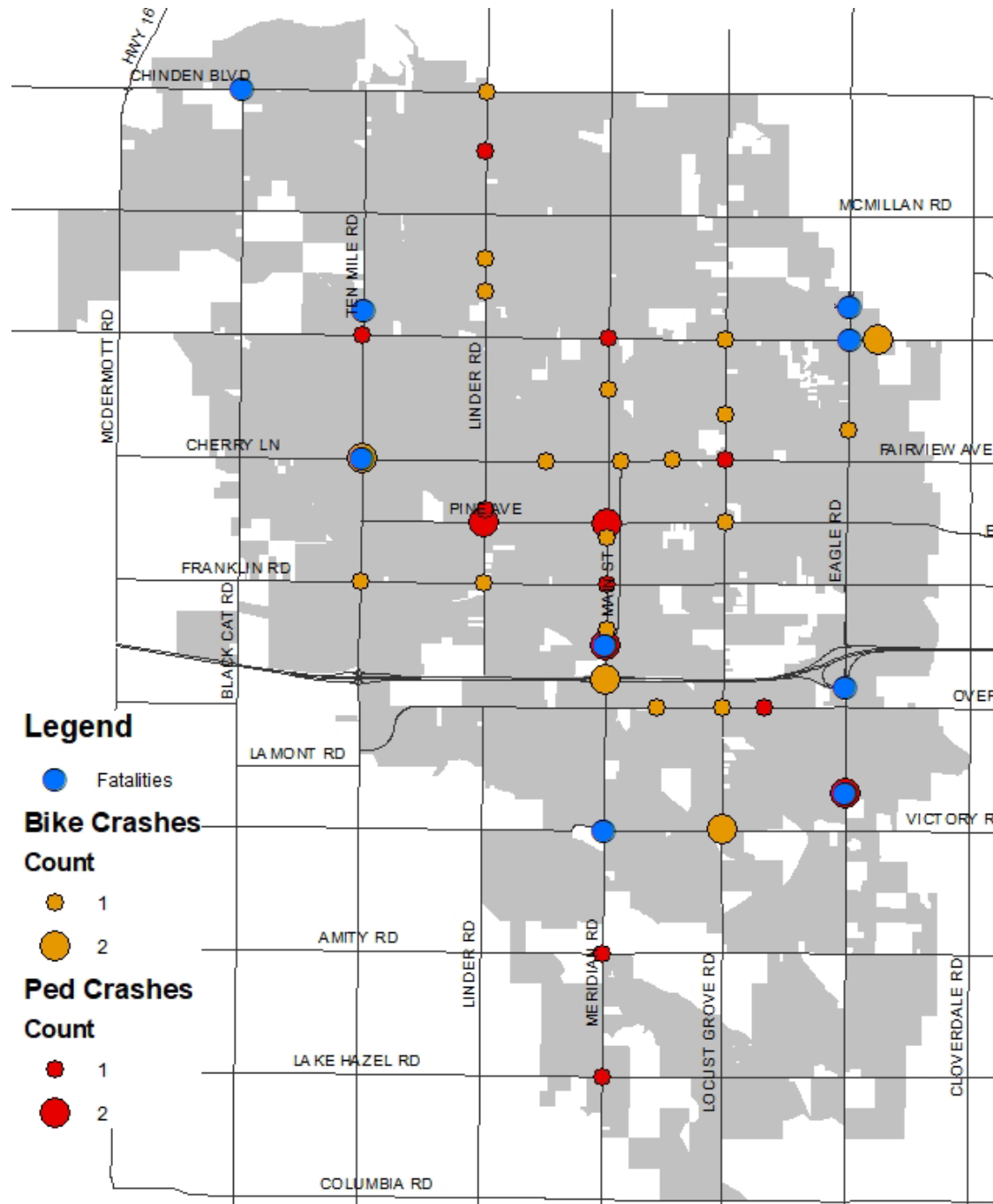
- Crossing Types: Pedestrian Hybrid Beacon (PHB), Full Signal, Roundabout, Rapid Rectangular Flashing Beacon (RRFB), etc.
- Speed limits
- Lane counts
- Pedestrian facility presence & type
- Bike facility presence & type
- Leading Pedestrian Interval
- Crash rates

Meridian Police Department Data

- Pedestrian versus vehicle crash statistics
- Officer's site visit notes
- Intersection type: 4-way, T, roundabout, etc.
- Traffic control presence & type
- School proximity & school zone signal presence
- Hazard identification & photos
- Speed limits

Meridian Public Works Department Data

- Street light presence & type



Map Overview

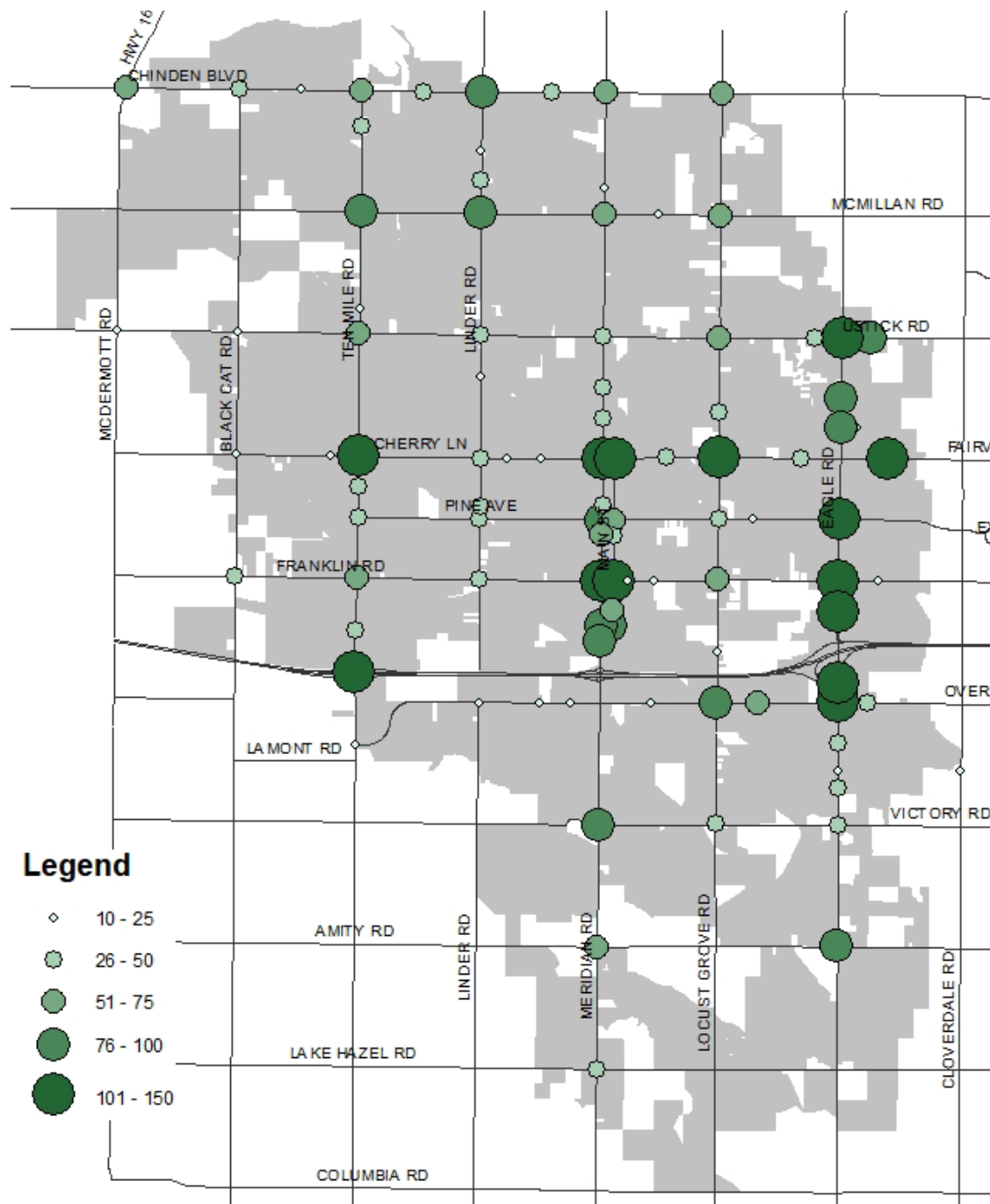
Key Locations

- Ten Mile Road & Ten Mile Road
- Meridian Road / Main Street & Central Drive
- Meridian Road & Pine Avenue
- Linder Road & Pine Avenue
- Eagle Road & Easy Jet Street
- Ustick Road & Records Avenue / Eagle Road

Key Takeaways

- Most locations are a single crash
- Fatality crashes occurred at major arterials 2018-2022 but follow a mostly random disbursement along those

Source: Ada County Highway District



Map Overview

Key Locations

- Eagle Road
- Meridian Road / Main Street
- Ten Mile Road
- Fairview Avenue / Cherry Lane

Key Takeaways

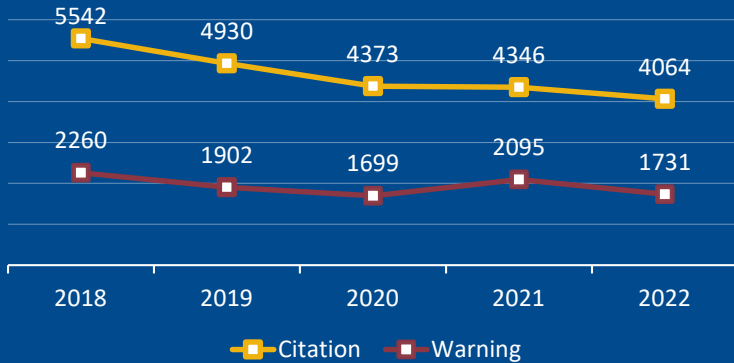
- 50% of crashes occur on State Highways with Speeds Above 45 MPH

Source: Ada County Highway District

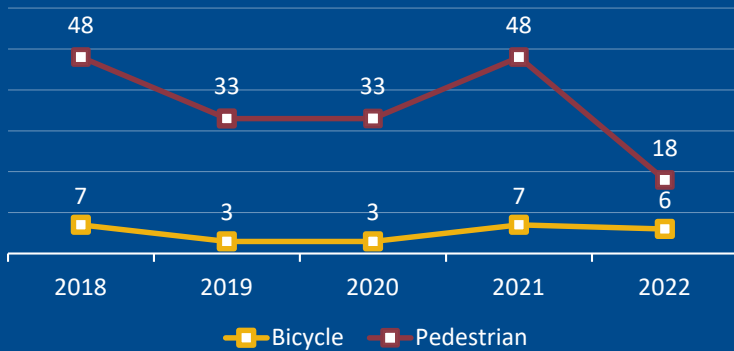
Meridian Police Department Data

The following charts reference information in Exhibit C.

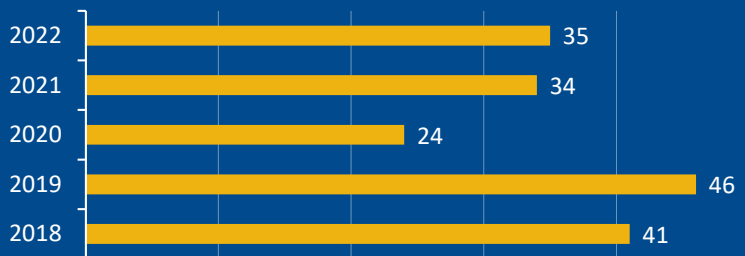
Moving Violation Citations & Warnings 2018-2022



Bicycle/Pedestrian Citations & Warnings 2018-2022



Crashes Involving Bicycle or Pedestrian 2018-2022



Analysis Methodology & Safety Audit

The analysis methodology for the Meridian Intersection and Pedestrian Safety Taskforce encompassed a rigorous and multi-faceted approach to comprehensively assess safety concerns.

Crash Data and Analytic Review

The process commenced with an in-depth analysis of crash and citation data for the entire city. This comprehensive review scrutinized crash causes, fatality records, injury severities, time distributions, and specific locations. A particular focus was directed towards collisions involving pedestrians and bicyclists, aiming to unveil trends and patterns that could guide safety measures. A full analysis from the Meridian Police Department can be found in Exhibit C.

On-Site Hazard Identification by Police Officers

In parallel, police officers visited every signalized and arterial/arterial intersection in the study area. Their expertise allowed them to identify potential hazards and observe the user experience. Officers provided the MIPS team notes from the firsthand evaluations. Their professional insights, based on field experience, and their continued support during each team meeting contributed significantly to comprehending intersection complexities.

Street Light Audit by Meridian Public Works

The Meridian Public Works team conducted a comprehensive audit of every street light in the city. Their assessment identified 65 locations (with 184

lights) that would benefit from a retrofit effort to upgrade the existing halogen bulbs to LED bulbs. By recommendation of MIPS and collaboration with Public Works, these improvements will be prioritized in the City's Streetlight Master Plan.

LED bulbs are the City standard for new bulbs. They require less frequent replacements leading to more consistent lighting and thus a safer and more comfortable experience for pedestrians. LEDs also have energy saving implications.

Taskforce Collaboration and Intersection Audits

The Taskforce convened over multiple months to audit individual crossings and intersections.

Over 140 sites were reviewed. Sites include all crossings in Meridian City limits meeting one of the following conditions (with the exception of crossings under construction at the time of review): intersections of 2 arterial roads, signalized intersections, and signalized pedestrian crossings. The taskforce also reviewed sites and corridors that are known, or were reported from the community feedback, to be frequently used despite inadequate facilities and markings.

Detailed notes from police officers' on-site assessments, 2022 aerial imagery, and community comments informed the discussions between MIPS members from the City, COMPASS, WASD, and ACHD. The Idaho Transportation Department also participated in the review of intersections on their

facilities. Furthermore, this collaborative approach incorporated data and site attributes provided by the Ada County Highway District (ACHD) and the Meridian Police Department (MPD).

Comprehensive Intersection Assessment

The review encompassed a comprehensive evaluation of multiple factors.

- Site context (proximity to parks, schools, shopping centers, other destinations)
- Vehicle lane widths and count
- Posted speed limits
- Infrastructure such as:
 - ◊ Ramps
 - ◊ Refuge islands
 - ◊ Medians (center, landscaped, and pedestrian)
- Pedestrian-cyclist interaction with vehicular lanes
- Visual obstructions
- Identification of hazards
- Street lights (presence, type, and working order)
- Presence of sidewalks, pathways, and bike lanes
- Crosswalk placements
- Pedestrian-cyclist signals, markings, & signage
- Pathway widths
- Vehicle turn radii
- Pathway endpoints
- Traffic signals (with focus on passive permissive left turn signals & leading pedestrian intervals)

COMMUNITY OUTREACH

Community Feedback Integration

Engaging the community and incorporating their valuable perspectives into the transportation planning process is a cornerstone of the Meridian Intersection and Pedestrian Safety Task Force initiative. Recognizing the importance of community input in shaping safer intersections and pedestrian crossings, the Taskforce undertook outreach efforts that reflected its commitment to collaborative decision-making.

Outreach Initiatives

Collaborating closely with the City and ACHD Communications teams, MIPS established a dedicated web page to serve as a central hub for project-related updates and information dissemination. This page also included links to the Meridian Public Works Streetlight Outage, ACHD Tell US, and WASD Transportation Help Desk ticket systems with instructions on how residents can report transportation and intersection concerns needing immediate attention to the appropriate agencies.

This platform, prominently featured on the City's website at www.meridiancity.org/transportation, aimed to ensure easy access for residents seeking vital information about the initiative's progress and gather feedback. The MIPS link was prominently positioned as the first tile on the transportation web page, simplifying navigation for residents.

City Social Media Analytics

Facebook

- 2 Posts
- 2,041 Post Impressions
(times the post was on screen)
- 106 Post Engagements
(clicks the post/link received.)

Instagram

- 1 Post

Nextdoor

- 1 Post
- Published to 51,189 members

City E-Newsletter

- July 10, 2023
- Received 8,476 opens
- 67 direct clicks to web page

To enhance visibility and engagement, the MIPS link was also strategically highlighted in popular searches on the City's home page, further inviting residents to participate. Additionally, the initiative gained traction through a comprehensive social media strategy orchestrated by both the City and ACHD, amplifying awareness of the ongoing efforts and encouraging public participation.

Table Summary of 93 Comments/Concerns Received

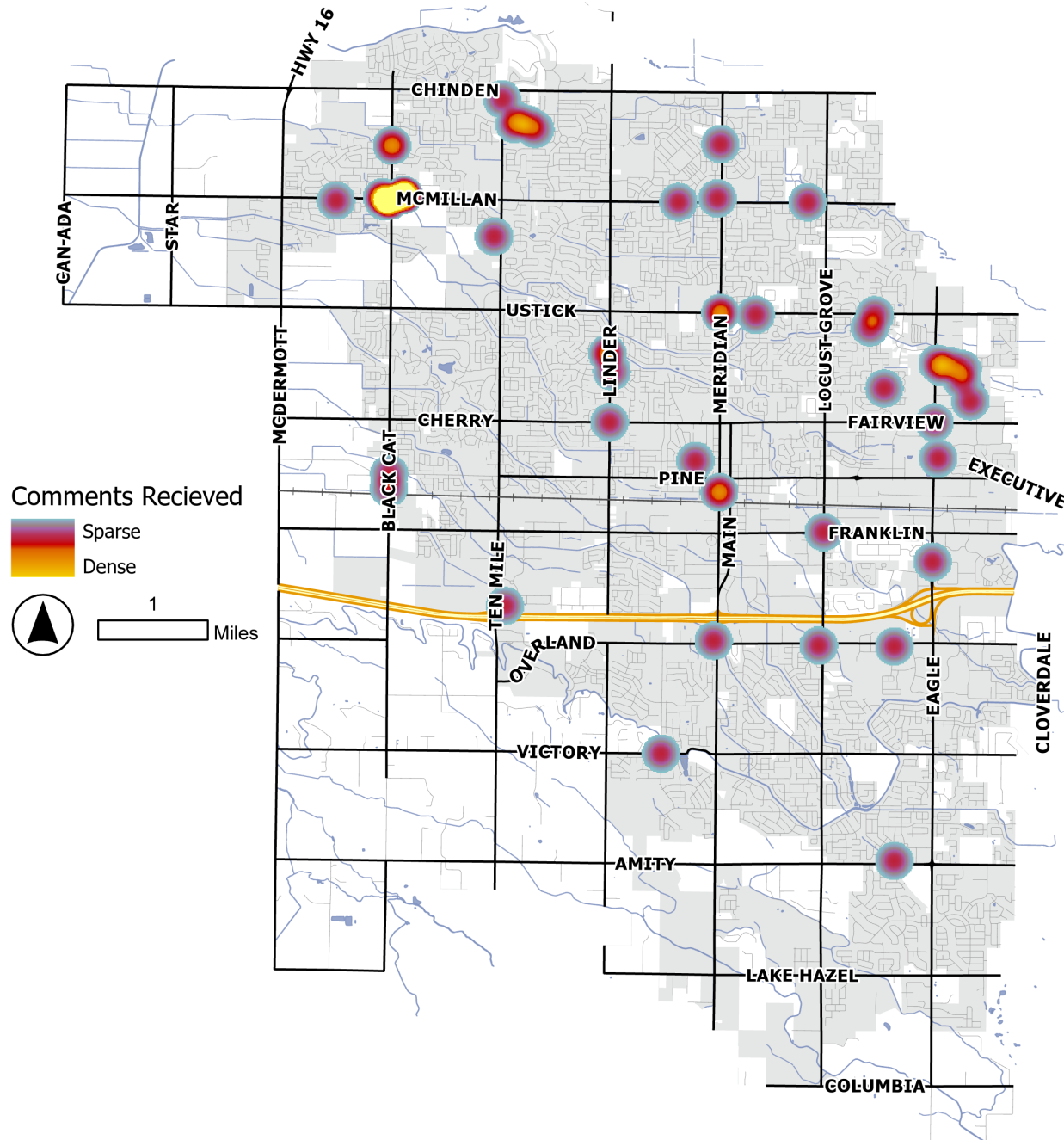
General Comments	Count
Congestion Concern	22
Signal Request	12
Roundabout Request	8
Enhanced Pedestrian Crossing Request	7
Speeding Concern	7
Bike Crossing Request	5
Four-way Stop Request	4
Pathway Gap Concern	4
Bike Path Request	3
Pedestrian Crossing Request	3
Police Enforcement Request	3
Visual Obstruction Concern	3
Eagle Speed Comment	2
Speed Limit Change Request	2
Vehicle Lane Concern	2
Vehicle Signal Timing Concern	2
Bus Stop Request	1
Parking Restriction Request	1
School Zone Signal Request	1
Traffic Calming Request	1

Map Survey for User Feedback

An integral aspect of the community engagement strategy was the implementation of a map survey, which provided an interactive platform for residents to share their personal intersection experiences and concerns. Over a two-week period, the survey was open, eliciting a substantial 62 responses from the community. These responses were diligently reviewed by the Task Force, and the insights gleaned were shared with elected officials and relevant agencies.

The information collected through the survey was integrated into MIPS recommendations for improvements. In total, 93 comments and concerns were identified within the 62 responses, reflecting a diverse range of perspectives and experiences. Each comment was methodically examined to determine its agency coordination, ensuring that community voices were matched with actionable steps. Notably, select concerns were directly integrated into intersection-specific recommendations, showcasing the task force’s commitment to prioritizing community needs.

In conclusion, the MIPS initiative’s community engagement endeavors, encompassing web presence, email marketing, social media outreach, and the interactive map survey, underscore its dedication to responsiveness. By actively involving residents in shaping the intersection and pedestrian safety landscape, the task force aligns its efforts with the community’s priorities, thereby fostering safer and more vibrant public spaces. For a comprehensive list of survey responses, please refer to Exhibit B.



RECOMMENDATIONS

Following thorough assessments of each intersection, the taskforce recorded recommendations for required enhancements and additional evaluations. These recommendations were drawn from the collective expertise of the stakeholders and aimed to improve user experience and address safety deficiencies effectively.

The Taskforce recognizes the engineering and maintenance responsibility for roadways ultimately lies with ACHD and ITD. Recommendations for specific intersections, general treatments, and future evaluations are not intended to be prescriptive, but rather to further collaborative conversations as we seek continuous improvements and evaluations.

Recommendations for Improvements

Recommendations range from immediate needs to future needs. Immediate needs will be shared with the ACHD Traffic Team, and future needs will be prioritized by the Meridian Transportation Commission Prioritization Subcommittee and coordinated with the appropriate agencies.

By amalgamating crash data, police insights, site assessments, and collaborative discussions, the methodology ensured a comprehensive understanding of safety concerns, leading to strategic recommendations for improved intersection and pedestrian safety throughout the City of Meridian.

A full list of improvement recommendations can be found in Exhibit A.

Recommendations for Next Steps

The Task Force recognizes the paramount importance of continually advancing safety at intersections and acknowledges that improvements can always be made. Considerations should always be made for incorporating creative solutions and emerging technologies into improvements. To that end, we propose a multifaceted approach to further evaluations for safety and accessibility within the City of Meridian.

Speed Limit Reduction Evaluation

In accordance with the current Idaho Code, we should undertake a comprehensive evaluation of opportunities for reducing speed limits within Meridian and establishing a default arterial speed. Lowering speed limits, where appropriate, can significantly contribute to safer intersections and protect vulnerable road users, such as pedestrians. This effort should be done in a context sensitive approach to consider the road use, current engineering, and potential engineered improvements to reduce design speed where appropriate.

Bike Lane Interactions and Vehicular Traffic

While our focus was largely on pedestrian facilities, the safety of non-vehicle travelers intrinsically includes the interactions of bike lanes and vehicular traffic, we recommend conducting an in-depth

study that focus on these interactions. This research will provide essential insights into optimizing infrastructure, traffic management, and educational campaigns that promote secure and accessible cycle facilities.

Application of ACHD’s Bike Policies

We should continue to foster collaboration with the Ada County Highway District (ACHD) to ensure the effective implementation of their policy regarding bike ladders and boxes at appropriate intersections. An evaluation should be completed to ensure the current policies are applied at all City arterial/arterial and signalized intersections. This alignment with ACHD’s guidelines will streamline our efforts in creating safer intersections for both pedestrians and cyclists.

Pedestrian Overpasses and Underpasses

Exploration of the feasibility of constructing pedestrian overpasses and/or underpasses at strategically identified locations, while a large undertaking, should be considered. This infrastructure can offer a dedicated and safe route for pedestrians, eliminating the risk of intersection conflict points. This study should determine the practicality, cost-effectiveness, and potential locations for overpasses and/or underpasses. Recommended locations to consider include: The Village, Eagle at I-84, Railroad between Eagle and Cloverdale, Eagle at Fairview, Eagle at St. Luke’s, Fairview at Records.

Image Sidewalk gaps on Victory Road between Glacier Bay and Mesa



Sidewalk Gap Filling Through Development

The Task Force recommends a thorough examination of how Meridian could utilize the development process to expedite the filling of sidewalk gaps. Identifying gaps and ensuring their timely completion is fundamental in enhancing pedestrian safety and accessibility.

Central Repository for Transportation Safety

Collaboration with partner agencies to establish and maintain a central repository for all things related to transportation safety is imperative. Such a repository will streamline data accessibility for the public and facilitate coordinated efforts towards improving safety and accessibility.

These recommended next steps collectively represent a holistic approach to advancing pedestrian safety at intersections. By addressing infrastructure, policies, data management, and collaborative efforts, Meridian can further solidify its commitment to creating a safer and more accessible environment for all residents and visitors. We look forward to actively pursuing these initiatives in line with our vision of a safer and more accessible city.

CONCLUSION

The Meridian Intersection and Pedestrian Safety Task Force has undertaken a comprehensive and collaborative approach to identify enhancements that could be made to increase the safety of intersections and pedestrian crossings throughout the city. Guided by a meticulous analysis methodology, involving crash data assessment, on-site hazard identification, site attribute review, and community engagement, the task force has identified opportunities for a substantial number of experience and safety improvements.

This endeavor has been characterized by a profound commitment to community involvement, ensuring that the voices of residents shape the solutions recommended. Through a dedicated web page, interactive map survey, and a robust social media strategy, the task force has demonstrated an unwavering commitment to responsiveness.

The City of Meridian extends its deepest gratitude to the elected officials, Ada County Highway District, Meridian Police Department, Community Planning Association of Idaho, and West Ada School District. Their collective dedication, time commitment, and expertise to collaborate have been integral in shaping the course of this endeavor.

The recommendations identified by the MIPS team are focused on a future where intersections and crossings prioritize the well-being of all community members. The pathway forward is clear—a safer and more pedestrian-friendly city awaits.

.....
Image End of the Main Street and Meridian Road couplet, north of Franklin Road.



Exhibit A: Intersection Notes and Recommendations

Region	NS Road	EW Road	Recommendations	High Priority
City Wide General Bike			<ul style="list-style-type: none"> • Paint bike ladders on the intersection approach when bike lane is to the right of the right turn lane • Consider painted bike ladders at intersections over 70' wide or with landscaped medians • Consider bike turn medians at intersections • Future bike studies should consider Locust Grove to be identified as a bike corridor 	
City Wide General Pedestrian			<ul style="list-style-type: none"> • Paint crosswalks at arterial/collector intersections that are over 70' or have landscaped medians • Install pedestrian refuge islands at existing midblock crossings (and future designed midblock crossings) that meet the following criteria: the crossing is over 3 lanes and other intersecting streets are over 100' away • Consider refuge islands on intersection legs over 7 lanes • Implement leading pedestrian intervals (LPI) along full corridors • Roundabouts (RAB) should include Rapid Rectangular Flashing Beacons (RRFB) at crosswalks • Consider In-Road Crosswalk Lights (IRWL) with all Rapid Rectangular Flashing Beacons (RRFB) installations • In-Road Crosswalk Lights (IRWL) should be considered for crosswalks with higher reflectivity/visibility needs • Set a guideline on frequency of painting crosswalks based on vehicle miles traveled 	
City Wide General Vehicular			<ul style="list-style-type: none"> • Whenever feasible do not implement passive permissive yellow lights at intersections with U-turns and on-street bike facilities 	
North Area/Corridor			<ul style="list-style-type: none"> • Eagle, City Limits to Overland - Build a pathway 	
North Speed Limits			<ul style="list-style-type: none"> • Meridian, Cherry to Ustick - reduce speed to 35 MPH • Ten Mile, Chinden to Franklin - reduce speed to 35 MPH • Ten Mile, Franklin to I-84 - reduce speed to 40 MPH • Eagle Road, City limits to Overland - reduce speed limit on to 45 MPH • Black Cat Road, Chinden to City limits - reduce speed limit on to 40 MPH 	
North	3rd	Ustick	<ul style="list-style-type: none"> • Paint new crosswalk on the north leg 	
North	Arrowwood	Ustick	<ul style="list-style-type: none"> • Paint new crosswalks on the north and south legs 	
North	Benchmark	Franklin	No noted improvements; good example	
North	Black Cat	Cherry	<ul style="list-style-type: none"> • Paint a bike ladder on the east leg prior to the right turn lane • Install a transition for the westbound bike lane across Cherry and onto the multi use pathway 	
North	Black Cat	Chinden	<ul style="list-style-type: none"> • Install school zone flashers on Black Cat approach to Pleasant View • Paint new crosswalk on the north leg • Refresh painted crosswalks on the east and west legs • Update the crosswalk painting frequency on the east and west legs to ensure the crosswalk is always visible in this high traffic intersection 	
North	Black Cat	Franklin	<ul style="list-style-type: none"> • Eastbound traffic on Franklin has been observed turning around the median into Compass Charter School • Extend the median curb on the east leg further to the east to block eastbound traffic from turning into Compass Charter School (High) • Support the effort for an improved railroad crossing on Black Cat 	!
North	Black Cat	Moon Lake	<ul style="list-style-type: none"> • Paint new crosswalks on east and west legs 	

Exhibit A: Intersection Notes and Recommendations

Region	NS Road	EW Road	Recommendations	High Priority
North	Black Cat	Ustick	No noted improvements; under design	
North	Boise Co-op at The Village	River Valley	<ul style="list-style-type: none"> Evaluate for crossing 	
North	Centrepont	Ustick	<ul style="list-style-type: none"> Fill sidewalk gap on southern side of Ustick, east of Centrepont 	
North	Eagle	Fairview	<ul style="list-style-type: none"> Install pedestrian refuge islands on Fairview legs Paint bike ladders on east and west legs prior to the right turn lanes 	
North	Eagle	Franklin	<ul style="list-style-type: none"> Evaluate feasibility of straightening the crosswalk on the west leg 	
North	Eagle	I-84 (N On-Ramp)	<ul style="list-style-type: none"> Southbound pathway ends abruptly between on ramps. Perform a pedestrian count to evaluate usage. Finish pathway connection and in the interim add warning signage (High) 	!
North	Eagle	I-84 (S On-Ramp)	<ul style="list-style-type: none"> Prioritize connecting the pathways on the east side of Eagle. Pedestrian traffic can intersect vehicular lanes at the existing signal at the eastbound I-84 on ramp. Evaluate an interchange redesign for better vehicle, pedestrian, and emergency vehicle connectivity 	
North	Eagle	Pine	<ul style="list-style-type: none"> Paint bike ladders on west leg prior to the right turn lane 	
North	Eagle	River Valley	<ul style="list-style-type: none"> Install pedestrian refuge island on east leg 	
North	Eagle	St Luke's	<ul style="list-style-type: none"> Coordinate with St Luke's and Ada County Paramedics to explore options to improve emergency vehicle connectivity 	
North	Eagle	Ustick	<ul style="list-style-type: none"> Escalate addition of leading pedestrian interval (High) Install pedestrian refuge islands on all legs Evaluate relocating or shortening utility boxes on south east and northwest corners 	!
North	Eagle	Village	<ul style="list-style-type: none"> Install a pedestrian crossing signal across Village Dr 	
North	Fox Run	Chinden	<ul style="list-style-type: none"> Paint bike ladder adjacent Fox Run at access to 6351 N Fox Run Way 	
North	Hickory	Fairview	No noted improvements; under design	
North	Lauderhill	Cherry	<ul style="list-style-type: none"> Upgrade to directional ramps Evaluate if crosswalks angles can be straightened 	
North	Linder	Cayuse Creek	<ul style="list-style-type: none"> Paint bike ladder on Linder adjacent to Cayuse Creek 	
North	Linder	Chateau	No noted improvements	
North	Linder	Chinden	No noted improvements	
North	Linder	Divide Creek	<ul style="list-style-type: none"> Paint new crosswalk on Divide Creek Paint bike ladders on Linder adjacent to Divide Creek 	
North	Linder	McMillan	<ul style="list-style-type: none"> Paint bike ladders on all legs prior to the right turn lanes 	
North	Linder	Monument	No noted improvements	
North	Linder	Orchard Park	No noted improvements	
North	Linder	Stone Valley	No noted improvements	
North	Linder	Turtle Creek	<ul style="list-style-type: none"> Paint a crosswalk on Turtle Creek Evaluate need for ADA compliant ramps at pedestrian hybrid beacon 	
North	Linder	Ustick	<ul style="list-style-type: none"> Paint bike ladders on all legs prior to the right turn lanes 	

Exhibit A: Intersection Notes and Recommendations

Region	NS Road	EW Road	Recommendations	High Priority
North	Locust Grove	Chateau	<ul style="list-style-type: none"> Evaluate the vision triangle on all corners and coordinate with code enforcement to mitigate any obstructions (High) Trees may be causing a visual obstruction on the northwest corner Install candles or other vertical elements to buffer the bike lanes on Locust Grove Corners should be bulbed to slow turning movements 	!
North	Locust Grove	Chinden	<ul style="list-style-type: none"> Install continuous streetlights on Chinden 	
North	Locust Grove	Heritage Park	<ul style="list-style-type: none"> Coordinate with WASD to educate Heritage Middle students to use the crosswalk or add another crossing guard 	
North	Locust Grove	Leigh Field	<ul style="list-style-type: none"> Add a full signal to the Integrated Five Year Work Plan request list to be prioritized by Council 	
North	Locust Grove	McMillan	<ul style="list-style-type: none"> Fill sidewalk gap on the northwest corner Paint a bike ladders on the west and east legs prior to the right turn lanes 	
North	Locust Grove	Ustick	<ul style="list-style-type: none"> Paint a bike ladder on the north leg prior to the right turn lane 	
North	Long Lake	Chinden	No noted improvements; good example	
North	McDermott	Ustick	No noted improvements; under construction	
North	Meridian	Chinden	<ul style="list-style-type: none"> Paint bike ladder on south leg prior to right turn lane 	
North	Meridian	Director	<ul style="list-style-type: none"> Paint new crosswalks on the east and west legs 	
North	Meridian	Ensenada	<ul style="list-style-type: none"> Coordinate with WASD to educate Heritage Middle students to use the crosswalk or add another crossing guard 	
North	Meridian	James Court	No noted improvements	
North	Meridian	McMillan	<ul style="list-style-type: none"> Prioritize pedestrian push button to have less vehicle light cycles between walk times 	
North	Meridian	Ustick	<ul style="list-style-type: none"> Paint bike ladders on all legs prior to the right turn lanes 	
North	Meridian	Woodbury	No noted improvements	
North	Parkdale	Pine	No noted improvements; good example	
North	Records	Fairview	<ul style="list-style-type: none"> Install pedestrian refuge island on Fairview 	
North	Records	Ustick	<ul style="list-style-type: none"> Evaluate removing passive permissive left and extending protected left signal on all legs 	
North	Red Horse	McMillan	<ul style="list-style-type: none"> North leg needs reflective paint or accents on the crosswalk for better visibility 	
North	Ten Mile	Cherry	<ul style="list-style-type: none"> Install bike lane with transitions to/from the sidewalk on the east leg 	
North	Ten Mile	Chinden	No noted improvements	
North	Ten Mile	Fivemile Creek Path	No noted improvements	
North	Ten Mile	Franklin	<ul style="list-style-type: none"> Repaint the crosswalks with high visibility bars 	
North	Ten Mile	Grand Rapids	<ul style="list-style-type: none"> Evaluate opportunity for pedestrian refuge island 	
North	Ten Mile	I-84	<ul style="list-style-type: none"> Install rapid rectangular flashing beacons at the crosswalks Paint bike ladders at all locations the vehicle lane crossing the bike lane 	
North	Ten Mile	Lost Rapids	No noted improvements; functions well	
North	Ten Mile	Malta	<ul style="list-style-type: none"> Paint a crosswalk on Malta Paint a bike ladder on Ten Mile adjacent to Malta 	
North	Ten Mile	McMillan	No noted improvements	
North	Ten Mile	Pine	No noted improvements	

Exhibit A: Intersection Notes and Recommendations

Region	NS Road	EW Road	Recommendations	High Priority
North	Ten Mile	South of Park Creek	<ul style="list-style-type: none"> Replace the full signal with a pedestrian hybrid beacon Install pedestrian refuge islands at the midblock crossing 	
North	Ten Mile	Teter	<ul style="list-style-type: none"> Paint new crosswalk on the west leg Trees may be blocking the pedestrian hybrid beacon signage/lights (High) 	!
North	Ten Mile	Ustick	No noted improvements	
North	Ten Mile	Vanguard	No noted improvements	
North	Marshalls at The Village	Village	No noted improvements	
North	Todd	Cherry	<ul style="list-style-type: none"> Evaluate if lighting is adequate Mitigate conflicts between turning drivers and crosswalk users; evaluate for raised medians to restrict/guide turn movements 	
North	Touchmark	Franklin	<ul style="list-style-type: none"> Paint new crosswalk on the north leg 	
North	Tree Farm Way	Chinden	<ul style="list-style-type: none"> Bainbridge landscaping elements do not align with the crosswalk location 	
North	Troxel	Ustick	<ul style="list-style-type: none"> Install a pedestrian hybrid beacon Paint new crosswalk on the north leg 	
North	Wayfinder	Franklin	No noted improvements; wait to evaluate for a fill signal installation	
North	Webb	Pine	<ul style="list-style-type: none"> Install signage/paint for a sharrow through the RAB Paint zebra crosswalk on the north leg Install RRFB Move the RAB markings on the pavement back 50' on the east leg, west and/or northbound lanes. The directional markings come too late to adequately determine which lane to enter for the appropriate direction of travel. 	
Downtown Area/Corridor			<ul style="list-style-type: none"> Franklin to Bower & Meridian to Main - Evaluate for better multimodal connectivity at intersections and along walk/bike routes Main, Idaho to Broadway - Parking needs to be restricted at alley approaches; improve the vision triangle for people turning into/out of the alley Main, Watertower to Fairview - Bike lane needs new paint markings and signage Franklin, Linder to Locust Grove - Install continuous bike lanes Meridian, I-84 to Cherry - Install continuous bike lanes 	
Downtown	2 1/2	Washington	<ul style="list-style-type: none"> Repaint the crosswalks with high visibility bars 	
Downtown	8th	Cherry	<ul style="list-style-type: none"> Evaluate the need for directional ramps 	
Downtown	8th	Pine	No noted improvements	
Downtown	Lakes	Fairview	<ul style="list-style-type: none"> Paint new crosswalk on the west leg (High) Evaluate for an additional crossing between Main and Lakes 	!
Downtown	Linder	Cherry	<ul style="list-style-type: none"> Evaluate for ADA compliance 	
Downtown	Linder	Franklin	No noted improvements	
Downtown	Linder	Meridian High	<ul style="list-style-type: none"> Evaluate the distance from stop bar north of the crosswalk to the crosswalk 	
Downtown	Linder	Pine	<ul style="list-style-type: none"> Add bike medians for turn movements 	

Exhibit A: Intersection Notes and Recommendations

Region	NS Road	EW Road	Recommendations	High Priority
Downtown	Locust Grove	Central	<ul style="list-style-type: none"> • ICOM sign blocks view from eastbound Central to Locust Grove • Evaluate the vision triangle on the northwest corner • Evaluate the location of the midblock crosswalk on Central to determine if it should be moved to the pathway adjacent to the ICOM parking lot 	
Downtown	Locust Grove	Fairview	<ul style="list-style-type: none"> • Paint a bike ladder on the west leg prior to the right turn lane • Complete bike lane gap Fairview, Locust Grove to Dixie Ln • Install pedestrian refuge islands on Fairview 	
Downtown	Locust Grove	Franklin	<ul style="list-style-type: none"> • Paint a bike ladder on north and south legs on the bike lanes adjacent to right turn lanes 	
Downtown	Locust Grove	Locust View	<ul style="list-style-type: none"> • Install a pedestrian hybrid beacon 	
Downtown	Locust Grove	Pine	<ul style="list-style-type: none"> • Paint a bike ladder on the east leg prior to the right turn lane • Evaluate the sight triangle on the northwest corner and mitigate obstructions by considering options to lower/shift the fence or consider a "No Right on Red" at the signal from southbound Locust Grove to Pine (High) 	!
Downtown	Locust Grove	Woodbridge	<ul style="list-style-type: none"> • Install a pedestrian hybrid beacon 	
Downtown	Main	Broadway	<ul style="list-style-type: none"> • Evaluate removing passive permissive left • Good bulb-outs • Restrict parking on Main at the alley entrance north of 713 N Main to ensure a good vision triangle (High) 	!
Downtown	Main	Central	<ul style="list-style-type: none"> • Paint zebra crosswalks on Main St north leg and Central Dr leg 	
Downtown	Main	Corporate	<ul style="list-style-type: none"> • Paint bike ladder on Main prior to right turn lane 	
Downtown	Main	Fairview	<ul style="list-style-type: none"> • Install pedestrian refuge island on Fairview • Width is concerning 	
Downtown	Main	Franklin	<ul style="list-style-type: none"> • Pathway south of Franklin ends at the intersection • Paint bike lane on Main • Evaluate how to transition cyclists from the pathway to bike lane 	
Downtown	Main	Gem	No noted improvements	
Downtown	Main	Pine	No noted improvements; functions well	
Downtown	Meridian	Autumn Park Ln	<ul style="list-style-type: none"> • Sidewalk repairs needed at alley access south of Les Schwab 	
Downtown	Meridian	Broadway	<ul style="list-style-type: none"> • Evaluate if a full signal is warranted • Review pedestrian crossing time 	
Downtown	Meridian	Carlton	<ul style="list-style-type: none"> • Evaluate if lighting is adequate • Paint new crosswalks on the east and west legs 	
Downtown	Meridian	Corporate	No noted improvements	
Downtown	Meridian	Fairview	<ul style="list-style-type: none"> • Update the crosswalk painting frequency • Add bike lane ending signage on westside of Meridian Road between Carmel and Fairview 	
Downtown	Meridian	Franklin	<ul style="list-style-type: none"> • Evaluate how to improve alignment of vehicular lanes on Franklin through the intersection 	
Downtown	Meridian	I-84	<ul style="list-style-type: none"> • Paint bike ladders at all locations the vehicle lane crossing the bike lane 	
Downtown	Meridian	Pine	No noted improvements; functions well	
Downtown	Meridian Library	Cherry	<ul style="list-style-type: none"> • Pedestrian refuge island needs reflective paint or accents for better visibility 	

Exhibit A: Intersection Notes and Recommendations

Region	NS Road	EW Road	Recommendations	High Priority
Downtown	Meridian/Main	Central	<ul style="list-style-type: none"> • Paint zebra crosswalks on Meridian Rd north leg and Waltman Ln leg • Paint bike ladder on Meridian prior to right turn lane • With Waltman development, install crosswalk on the south legs 	
Downtown	Pathway w/o Stonehenge	Pine	No noted improvements; good example	
Downtown	Storey Park	Franklin	<ul style="list-style-type: none"> • Install a wider landing on the south side 	
Downtown	Stratford	Franklin	<ul style="list-style-type: none"> • Replace "Keep Clear" pavement markings with "Do Not Block Intersection" markings at the Fire Department driveway 	
South Speed Limits			<ul style="list-style-type: none"> • Ten Mile, I-84 to south Meridian - reduce speed to 40 MPH 	
South	5th	Overland	<ul style="list-style-type: none"> • Paint the crosswalk on the north leg 	
South	Brandy's Jewel	Victory	No noted improvements	
South	Eagle	Amity	<ul style="list-style-type: none"> • Concerns with the slip lane conflict points with pedestrians • Crash data indicates pedestrian and vehicle improvements may be needed beyond what the task force is qualified to identify • Evaluate synchronizing and lengthening the crossing RRFB stages at the northwest corner so pedestrians can cross in a single phase without 	!
South	Eagle	Easy Jet	No noted improvements	
South	Eagle	Goldstone	<ul style="list-style-type: none"> • Evaluate for ADA compliance; needs truncated domes 	
South	Eagle	Overland	<ul style="list-style-type: none"> • Bike facilities are needed on Eagle • Add bike turn medians for turn movements • Paint a bike ladder on the east leg prior to the right turn lane 	
South	Eagle	Ridenbaugh	<ul style="list-style-type: none"> • Evaluate the feasibility to replace full signal with a pedestrian hybrid beacon and give Fire Department access to activate immediately 	
South	Eagle	Taconic	No noted improvements	
South	Eagle	Tenmile Feeder Path	No noted improvements	
South	Eagle	Victory	No noted improvements	
South	Eagle	Zaldia	<ul style="list-style-type: none"> • Install RRFBs at crosswalks 	
South	Hillsdale Elementary	Stockenham	<ul style="list-style-type: none"> • Install a feedback speed limit sign • Install school zone flashers • Concerns with parents speeding at school pick up/drop off • Evaluate the placement of the crossing or need for an additional crossing because students are crossing at Rockhampton and Lachlan • Coordinate an education effort with WASD to mitigate parent speeds and students crossing where no crossing guard is present 	
South	Linder	Kodiak	<ul style="list-style-type: none"> • Install a pedestrian hybrid beacon 	
South	Linder	Overland	No noted improvements; under design	

Exhibit A: Intersection Notes and Recommendations

Region	NS Road	EW Road	Recommendations	High Priority
South	Locust Grove	Overland	<ul style="list-style-type: none"> • Paint bike ladders on the north, west, and south legs prior to the right turn lanes • Paint a bike ladder on the east leg prior to the eastbound right turn lane to Jacksons • Evaluate opportunity for pedestrian refuge islands 	
South	Mary McPherson	Amity	<ul style="list-style-type: none"> • Install pedestrian and bike facilities with widening/redevelopment 	
South	Meridian	Amity	<ul style="list-style-type: none"> • Install pedestrian and bike facilities with widening/redevelopment 	
South	Meridian	Lake Hazel	<ul style="list-style-type: none"> • Install pedestrian and bike facilities with widening/redevelopment 	
South	Meridian	Overland	<ul style="list-style-type: none"> • Fix the eastbound bike lane gap/narrowing on Overland, Meridian to Spring Valley by widening to at least 5' and painting markings (High) • Install a transition south of Overland for the southbound bike lane on Meridian onto the multiuse pathway (High) 	!
South	Meridian	Victory	<ul style="list-style-type: none"> • Paint the crosswalks on the north and south legs • Evaluate for ADA compliance • Install bike lane transitions to/from the multiuse path on the east leg • Construct a pathway on the west side of Meridian, Bloomington to Victory • Construct a pathway on the west side of Meridian, Harris to Bloomington 	
South	Meridian Promenade (Lowe's/Walmart)	Overland	<ul style="list-style-type: none"> • Paint the crosswalks on the north and south legs 	
South	Millennium	Overland	No noted improvements; good example	
South	Silverstone	Overland	No noted improvements	
South	Standing Timber	Victory	<ul style="list-style-type: none"> • Paint new crosswalks on the north and south legs 	
South	Stoddard	Kodiak	No noted improvements; under design	
South	Stoddard	Overland	<ul style="list-style-type: none"> • Install bike turn medians 	
South	Ten Mile	Overland	<ul style="list-style-type: none"> • Update signal timing so light is not green when walk is activated (High) 	!
South	Wells	Overland	No noted improvements; under construction	

Exhibit B: Community Comment Responses

Pin Location				Survey Response		
North-South Street	East-West Street	Screen Name	Category	Check the concern you have at this intersection.	Describe your experience at the intersection including any recommendations you may have.	If you are experiencing these concerns at a particular day and time, when?
Abbot	Amity	jschildgen	Bicycle/Pedestrian Improvement	Bicycle or Pedestrian Facilities	Needs a pedestrian crossing sign and paint. There is a bike/pedestrian route that goes from one side of road and continues in other side. Heavy foot and bike traffic here now as more housing is being built. Thanks for your consideration on this.	Weekdays PM Peak, Weekends Midday
Venable	Ustick	Tiffany Oakes	Bicycle/Pedestrian Improvement	Lighting, Bicycle or Pedestrian Facilities	<p>This is supposed to be part of a Pathways connection. The best option would be a bike friendly round about built like a Holland round about, with protected bike lanes and bumps for car at crosswalks. The walkways and bike paths should remain flat, above the car lanes.</p> <p>If this is not possible then a very expensive, safer than nothing HAWK Crossing could be put here.</p> <p>We could put in a temporary, cheap round about with all the walking and biking protection. This would be a fantastic experiment to see how traffic flows, how many bikes and pedestrians use the round about and how safe the idea is before spending money on permanent infrastructure.</p> <p>For a good explanation on the round about I am referring to please watch this short clip on round abouts. Less than 1 minute. https://youtube.com/shorts/OgwD1HxtTsM?feature=share3</p> <p>I ment for this pin to be down at the Jacksons just past Settlers Park on Ustick Road.</p> <p>Thank you for your considerations.</p>	
Big Cedar	Wolf Rapids	Lozanosteve	Visual Obstructions	Other	This Cross Street is a two way stop. currently drivers traveling west from wolf rapids Dr. speed through to get to Heroes Park specially during school hours or soccer season. 4 way stop is needed here. Everyday.	
Black Cat	Gondola	David	Lighting Request	Lighting, Other	Stop sign/ stop light needed. This intersection is awful during school hours and is extremely dangerous when pedestrians attempt to cross on foot. School zone should be expanded to the intersection and a light installed.	Weekdays AM Peak, Weekdays Midday
Black Cat	Gondola	David M	Lighting Request	Lighting, Bicycle or Pedestrian Facilities	Need a 4-way traffic light and pedestrian crosswalk. Cars get backed up on west and east sides of Gondola. Requesting that the speed limit be at 35-40 mph on Black Cat. Need more Speed Limit Signs posted on our main heavily used roads.	Weekdays AM Peak, Weekdays PM Peak, Weekends Midday
Black Cat	McMillan	Ericsmall	Lighting Request	Lighting	Intersection gets kind of busy at night and not all people follow the who's next rule.	Weekdays PM Peak
Black Cat	McMillan	chovey	Lighting Request	Lighting	There needs to be a signal at this intersection sooner than later. There was supposed to be one but then plans changed. Traffic is horrible at this 4 way stop all times of the day, 7 days a week. Most times it is backed up at least 10-15 cars each direction. Sometimes it takes 10 minutes to get through the intersection. A signal is needed ASAP! Please fix this year. More and more homes are planned for this area and traffic will only get worse. We can't wait for the roundabout that was scheduled for 2025	Weekdays AM Peak, Weekdays Midday, Weekdays PM Peak, Weekdays Evening & Early Morning, Weekends AM, Weekends Midday, Weekends PM, Weekends Evening & Early Morning

Exhibit B: Community Comment Responses

Pin Location			Survey Response			
North-South Street	East-West Street	Screen Name	Category	Check the concern you have at this intersection.	Describe your experience at the intersection including any recommendations you may have.	If you are experiencing these concerns at a particular day and time, when?
Black Cat	McMillan	Marcy	Lighting Request	Lighting	Ridiculous amount of backed up traffic multiple times of the day. I wish the city would stop putting the cart before the horse... how about putting in road and intersection improvements BEFORE you bring thousands more vehicles to areas that are then needing to be re-routed so we can play infrastructure catch up. It's just lame. The last 20 years has been devastating to this valley, Meridian has been hit so hard. Not only the population increase, but a total culture shift. The BS traffic issues aren't helping with the rest of the tragedy that's affected our home.	Weekdays AM Peak, Weekdays MIDDAY, Weekdays PM Peak, Weekdays Evening & Early Morning, Weekends AM, Weekends MIDDAY
Black Cat	McMillan	David	Lighting Request	Lighting, Other	This intersection is a mess, and the endless detours through it make it even worse. Get it together and install a light or roundabout here already.	Weekdays AM Peak, Weekdays MIDDAY, Weekdays PM Peak, Weekends MIDDAY, Weekends PM
Black Cat	McMillan	Shelby	Lighting Request	Lighting, Bicycle or Pedestrian Facilities	With cars going ever direction with just a stop sign it's dangerous for anyone who lives near this neighborhood. It gets backed up so bad almost beyond the Walmart with all the schools now surrounding us. Needs fixed before the roundabout in 2025 with the shear amount of growth in this area.	Weekdays AM Peak, Weekdays PM Peak
Black Cat	McMillan	Malinda	Lighting Request	Lighting, Other	A roundabout would be great on blackcat and McMillan.	Weekdays AM Peak, Weekdays PM Peak
Black Cat	McMillan	Tara	Lighting Request	Lighting	Please replace the 4 way stop with a Light/Signal. Traffic gets too backed up.	Weekdays AM Peak, Weekdays PM Peak, Weekends MIDDAY
Black Cat	McMillan	Danic44	Lighting Request	Lighting	Huge pileups of traffic during rush hour and more houses still being built in area	Weekdays PM Peak
Black Cat	McMillan	jhovey17	Lighting Request	Lighting	This is currently a 4-way stop intersection that is backed up significantly in all 4 directions. It used to be just weekday morning and after 4pm, but now the weekend is backed up as well. This needs better traffic flow with the number of homes slated to be added around this community that will utilize these roads. Over the past several months, the weekends have been backed up at certain periods during the day. The weekdays in the morning and after 4pm are worse but the areas around this intersection continue to add more homes/apartments and there continues to be more traffic coming through here from Star and Nampa as well.	Weekdays AM Peak, Weekdays PM Peak, Weekends MIDDAY
Black Cat	McMillan	Lindsay	Lighting Request	Lighting	Cars are backed up for a very long time at peak times. School drop off times are also horrible. I was hit by a car running a stop sign at this intersection.	Weekdays AM Peak, Weekdays PM Peak
Black Cat	McMillan	rojochavez12	Lighting Request	Lighting	Very busy, accident prone.	Weekdays AM Peak, Weekdays MIDDAY, Weekdays PM Peak, Weekdays Evening & Early Morning, Weekends AM, Weekends MIDDAY, Weekends PM

Exhibit B: Community Comment Responses

Pin Location		Survey Response				
North-South Street	East-West Street	Screen Name	Category	Check the concern you have at this intersection.	Describe your experience at the intersection including any recommendations you may have.	If you are experiencing these concerns at a particular day and time, when?
Black Cat	McMillan	BLOCK 5	Lighting Request	Lighting	Two many cars for this to be a four way stop anymore. Lines are backed up far at peak times of day. A few accidents have already occurred!	Weekdays AM Peak, Weekdays PM Peak
Black Cat	McMillan	Daysha	Lighting Request	Other	Far too much traffic and population in this area (which is still being built) for a 4 way stop. Traffic gets backed up almost all the way to Walmart every day!	Weekdays AM Peak, Weekdays PM Peak
Black Cat	McMillan	Mcnaire	Bicycle/Pedestrian Improvement	Lighting, Bicycle or Pedestrian Facilities, Other	Black Cat and McMillan is incredibly busy and gets backed up, with only having the stop signs. There needs to be a light installed or a round about. Especially since it is only a 2 way road.	Weekdays AM Peak, Weekdays PM Peak, Weekends MIDDAY
Black Cat	McMillan	Laura Rountree	Lighting Request	Lighting, Other	This intersection is extremely busy and needs a signal light. There is a new highschool nearby now and along with the normal heavy traffic in mornings and afterwork, it's getting even busier in mornings, lunchtime, and after school hours as well. It's terrible.	Weekdays AM Peak, Weekdays MIDDAY, Weekdays PM Peak
Black Cat	McMillan	KT	Lighting Request	Lighting, Bicycle or Pedestrian Facilities	Something needs to be done here asap!	
Black Cat	McMillan	Alm8	Lighting Request	Other	This is already extremely busy and a substantial amount of homes are still being built. I am not sure a round about will solve it, so it may need a light.	Weekdays AM Peak, Weekdays MIDDAY, Weekdays PM Peak, Weekends MIDDAY
Black Cat	McMillan	Holden Raulston	Lighting Request	Lighting, Other	A round about here would be super helpful!	Weekdays AM Peak, Weekdays PM Peak
Black Cat	Pine	Jessica	Lighting Request	Lighting	This is a large residential area that mostly exits off of Pine Ave onto Black Cat Rd. Or if traffic is heavy or backed up enough on Black Cat, residential traffic cuts through the area to try to connect onto Black Cat Rd by accessing Grey Towers St. or Big Creek St., or if Black Cat is backed up residential traffic goes north to access Cherry Ln. by Wales Ave. The intersection at Black Cat Rd. and Pine Ave. is extremely heavy in the morning with uncontrolled left or right turns while traffic either zooms northbound or slows down southbound due to the railroad and Compass school traffic. The traffic gets backed up going both north and southbound along Black Cat Rd. and it takes considerable time for commuters to finally begin their commutes east or westbound because of Black Cats' traffic. If there were a light at Black Cat and Pine Ave, it would certainly allow traffic to flow better and allow a safer exit for those turning northbound or southbound from the stop sign.	Weekdays AM Peak Weekdays PM Peak Weekends Evening & Early Morning
Black Cat	Railroad/Pine	Jessica	Bicycle/Pedestrian Improvement	Bicycle or Pedestrian Facilities	The Compass Charter School has added pedestrians to the gravel shoulders of Black Cat Rd. With the railroad tracks it makes pedestrians cross the tracks on the roadway which is not suitable. It would be nice to see an integrated path going north from the Hubble Homes segment, over the railroad and up to Pine Ave.	Weekdays AM Peak Weekdays MIDDAY
Boise Co Op	River Valley	neighbor.lex	Bicycle/Pedestrian Improvement	Bicycle or Pedestrian Facilities	This is a frequently used bus stop, the 45 stops on the north side of the street and the 30 is picked up on the south side. When getting off either bus there is no pedestrian crosswalk and cars can come down there really fast	Weekdays AM Peak, Weekdays MIDDAY

Exhibit B: Community Comment Responses

Pin Location			Survey Response			
North-South Street	East-West Street	Screen Name	Category	Check the concern you have at this intersection.	Describe your experience at the intersection including any recommendations you may have.	If you are experiencing these concerns at a particular day and time, when?
Devlin	Kamay	Meridianite	Visual Obstructions	Visual Obstructions	Cars park on Devlin Ave all the way to the corner, making it difficult and risky to turn due to their obstruction. I've seen a couple of accidents here. Would like to see a "No Parking Here to Corner" sign on this very narrow and busy street.	
Eagle	Fairview	Hi	Bicycle/Pedestrian Improvement	Other	Need more policing at this intersection. People run red lights all the time, especially those turning east/west, and north/south.	Weekdays PM Peak Weekends MIDDAY
Eagle	Presidential	lilybet	Lighting Request	Other	PLEASE do not lower the speed limits on HWY 55. If there have been accidents it is not because of speed. It is often neglect on the driver's part or drinking under the influence. When you slow traffic down on a major road like 55, it makes the traffic move less efficient. Beside most of the time no one goes the speed limit anyway so why worry, and when there is a rare moment when the traffic is lighter, then it is nice to be able to drive at a reasonable speed like 55 was originally meant to be. The city should not punish those of us who drive this every day, because of poor city planning. Please don't slow us down. It won't help with accidents. Matter of fact, if you lower the the speed it might create more road rage and cause more accidents because the traffic is not moving at a decent rate. There have been studies out there that show that if you keep a good medium speed everything functions better. And I think the 50 to 55 speed limit is perfect. Please don't change it.	Weekdays MIDDAY, Weekdays PM Peak, Weekends MIDDAY
Eagle	River Valley	Meridianite	Bicycle/Pedestrian Improvement	Other	The speed limit on Eagle Road must be lowered. There are a couple of schools (River Valley, Lowell Scott) where children must cross the highway, where there are always inattentive drivers. The current speed limit of 55 MPH no longer makes sense on this road.	
Eagle	St Lukes	Heavy J	Lighting Request	Lighting	St Luke's Rd at 5pm on weekdays Westbound employees and patients can't turn left onto Eagle Rd to head towards the I-84 freeway at this intersection because the green light is too short. Traffic backs up past S Montvue Dr and patients can't turn left out of the parking lot because the line of traffic waiting for the left turn arrow is blocking them. That green light should be lengthened another 10 or 15 seconds and it would not congest southbound I-55. People shouldn't have to wait for two to three light cycles to get out of there.	Weekdays PM Peak
Hero's Park Pathway	Lost Rapids	Lozanosteve	Bicycle/Pedestrian Improvement	Bicycle or Pedestrian Facilities	Adding a more visible Bicycle or Pedestrian cross walk. Because of the speeding on this road pedestrians have almost been hit here. any day or time	
Hickory	Meadow Wood	Passo	Visual Obstructions	Visual Obstructions	We need a 4 way stop on this intersection. Cars exiting the cul de sac have hard time seeing the cars coning from left side.	
Linder	Chateau	Sarah Brown	Bicycle/Pedestrian Improvement	Bicycle or Pedestrian Facilities	This location is in need of crossing lights for those attending the elementary school nearby. We have observed many close calls with elementary students and traffic.	Weekdays AM Peak, Weekdays MIDDAY

Exhibit B: Community Comment Responses

Pin Location			Survey Response			
North-South Street	East-West Street	Screen Name	Category	Check the concern you have at this intersection.	Describe your experience at the intersection including any recommendations you may have.	If you are experiencing these concerns at a particular day and time, when?
Linder	Cherry	Morgan	Bicycle/Pedestrian Improvement	Bicycle or Pedestrian Facilities	I like to ride to the library with my two children, but the sidewalk/landing area feels so small with three people plus bikes. Would love to see the landing expanded so we feel more protected from traffic while waiting to cross.	Weekdays Midday Weekdays PM Peak Weekends Midday Weekends PM
Linder	Turtle Creek/Rain Crest	steensmountain	Bicycle/Pedestrian Improvement	Bicycle or Pedestrian Facilities	Sidewalk veers into an old-school asphalt path right next to Linder. I don't understand why there's not a curb here. Dangerous spot, especially in poor lighting.	Weekdays Evening & Early Morning, Weekends Evening & Early Morning
Linder	Turtle Creek/Rain Crest	Tiffany Oakes	Bicycle/Pedestrian Improvement	Bicycle or Pedestrian Facilities	Biking paths and sidewalks end in this area. How sad that there is a mix of fantastic and terrible pedestrian and bike infrastructure here. If we want people to feel safe enough to use the infrastructure that is great, it must be continuous! We want to go to church down this street by bike. It's a 3 mile trek to church. The few blocks right here make it almost impossible and definitely dangerous to do so. We could be doored by cars parked on the side of the road. The bike gutter is awful and sidewalks come and go along the area. Please improve!	
Locust Grove	Franklin	lilybet	Visual Obstructions	Other	So at the intersection of Franklin and Locust Grove going south, the left turn lane is ridiculous. They have blocked it off so close to the light that you can't get to the left turn lanes until you are almost to the light. It is a huge problem that is causing a big backup in the lanes going forward through the light. You need to unblock the left turn lane so it can be entered from further back. Then the cars trying to go straight through the light will not get backed up so far and they will be soo happy. The blocked left lane should never have been put in place. Please fix this intersection. It is definitely a big problem!!	Weekdays AM Peak, Weekdays Midday, Weekdays PM Peak, Weekends AM, Weekends Midday, Weekends PM
Locust Grove	Overland	Sarah H.	Visual Obstructions	Visual Obstructions	Turning Right/Westbound on red onto Overland from Locust Grove is scary! You have to pull out past the crosswalk to see and almost put your nose into traffic. The problem is the covered chain-link fence on the NE corner of the intersection. If we could have the owner take the cover off or move it back several feet it would GREATLY increase visibility!	Weekdays AM Peak, Weekdays Midday, Weekdays PM Peak, Weekdays Evening & Early Morning, Weekends AM, Weekends Midday, Weekends PM, Weekends Evening & Early Morning

Exhibit B: Community Comment Responses

Pin Location		Survey Response				
North-South Street	East-West Street	Screen Name	Category	Check the concern you have at this intersection.	Describe your experience at the intersection including any recommendations you may have.	If you are experiencing these concerns at a particular day and time, when?
Meridian	Broadway	Jessica	Bicycle/Pedestrian Improvement	Bicycle or Pedestrian Facilities	This intersection has a HAWK light system that handles the northbound and southbound traffic's regulation. However, when you are crossing the HAWK light as a pedestrian, the vehicles on both the southeast and northeast corners of the intersection, turning onto Meridian Rd., often cannot see the HAWK light or are distracted and are not paying attention to the pedestrians. At peak times in the day, speeds on Meridian Rd. are moving quickly so these right or left turns often are not liesurly turns onto Meridian Rd. There used to be a handheld flag system. But I am unsure if that is still maintained/operable. It would be nice to see some in pavement flashers or something additional to embellish the stop signs to alert vehicles turning northbound and eastbound that they need to hold off on their turn until the pedestrians have finished crossing.	Weekdays AM Peak Weekdays PM Peak
Meridian	Broadway	SJO	Bicycle/Pedestrian Improvement	Bicycle or Pedestrian Facilities	This is a dangerous pedestrian crossing. I would like to see a fully signalized intersection. I have been nearly run over by traffic and witnessed several close calls over the years. This would enhance our safety. Thank you.	Weekdays AM Peak, Weekdays PM Peak
Meridian	McMillan	Tiffany Oakes	Bicycle/Pedestrian Improvement	Bicycle or Pedestrian Facilities	We need a protected bike lane and it needs to be continuous to the next intersections. Right now I have to ride my bike onto the sidewalks to get down to Ustick and over to TenMile. I can not push the crosswalk buttons while on My Bike. Why not have crosswalks that automatically detect bikes and walkers so we don't have to press a beg button? Create a continuous, protected bike lane that dtays completely to the right side of the road, put lights back behind the crosswalks on the side of the road the cars are ment to stop in order to discourage them from rolling into the crosswalks and to make bikes and pedestrians more visible to cars in the intersection. For reference check out. For a better explanation please refer to this 2 minute video showing exactly what we need all over Meridian! https://youtu.be/FlApxLz6pA I appreciate all of your consideration! Please make Meridian safe for all, create protected bike lanes. Narrow streets and put in traffic calming measures that work. Reducing speeds does NOT help. Bikes do not belong in traffic with cars or on narrow, curvy sidewalks. It is dangerous for my cargo bike to get on and off of sidewalks and for us to ride in bike gutters that begin/end/make me cross in to traffic to turn/ ect.	

Exhibit B: Community Comment Responses

Pin Location			Survey Response			
North-South Street	East-West Street	Screen Name	Category	Check the concern you have at this intersection.	Describe your experience at the intersection including any recommendations you may have.	If you are experiencing these concerns at a particular day and time, when?
Meridian	Overland	Sarah H.	Lighting Request	Other	This light is poorly timed with the westbound traffic getting off the freeway and heading South on Meridian Road. There's times no cars can turn left from the exit ramp onto Meridian Road because the cars are backed up from this light to the freeway overpass. *Also, driver's run red lights at this intersection ALL the time. It's incredibly dangerous. You can never go on green - you have to leave around 5 seconds after the light has turned. (This is all day, everyday.)	Weekdays Midday, Weekdays PM Peak
Meridian	Producer	Jenny Z	Bicycle/Pedestrian Improvement	Other	High traffic intersection with many vehicles crossing Meridian Rd.between the Paramount subdivision and the Ventana subdivision. Near Heritage Middle school so students walking and riding bikes are in this area. ACHD told me 4 years ago that a light was approved to be put in here, but it hasn't happened yet. This intersection will become increasingly dangerous as traffic continues to increase in the area.	Weekdays AM Peak, Weekdays Midday, Weekdays PM Peak
Meridian	Ustick	Passo	Visual Obstructions	Visual Obstructions	We need a 4 way stop on this intersection. Cars exiting the cul de sac have hard time seeing the cars coning from left side.	
Meridian	Ustick	Jim	Bicycle/Pedestrian Improvement	Other	Far too many vehicles don't stop before entering the crosswalk when turning right on red without any thought that there might be pedestrians in the crosswalk. This is in violation of Idaho motor vehicle code and needs to be enforced. This situation occurs in most intersections throughout the city at ALL hours. As a pedestrian; because of essentially no enforcement of the code, I NEVER feel safe when crossing the street even at marked intersections.	
NW 4th St	Washington	mystybluiiii	Bicycle/Pedestrian Improvement	Visual Obstructions, Other	This should be a four way stop. Too many drivers and cyclists blow thru the stop signs on 4th Street and Washington. At certain times of the year a hedge obstructs the view northbound. Another property owner has now put in plants that will soon cause obstructions southbound. Both of these are on the West side of 4th Street.	
Records	Kleiner Park	Kerry	Bicycle/Pedestrian Improvement	Bicycle or Pedestrian Facilities, Other	Severe congestion and new apartments adding to load	Weekdays Midday, Weekdays PM Peak, Weekends Midday
Records	Longwing	Hi	Bicycle/Pedestrian Improvement	Bicycle or Pedestrian Facilities, Other	This is a dangerous intersection for pedestrians. Cars do not obey the speed limit. Cars are doing +40mph on Records, constantly. I've seen near misses at this intersection as cars don't always yield to pedestrians.	Weekdays PM Peak Weekends Midday Weekends PM
Records	River Valley	Henry	Bicycle/Pedestrian Improvement	Bicycle or Pedestrian Facilities, Other	Most vehicles do not completely stop and exceed the speed limit. Perhaps a traffic light will help. Between the village and apartments, Records Way sees a lot of traffic. For those of us that live near by, traffic noise and speeding is a tremendous nuisance.	Weekdays AM Peak, Weekdays Midday, Weekdays PM Peak, Weekdays Evening & Early Morning, Weekends AM, Weekends Midday, Weekends PM, Weekends Evening & Early Morning

Exhibit B: Community Comment Responses

Pin Location			Survey Response			
North-South Street	East-West Street	Screen Name	Category	Check the concern you have at this intersection.	Describe your experience at the intersection including any recommendations you may have.	If you are experiencing these concerns at a particular day and time, when?
Records	River Valley	Hi	Bicycle/Pedestrian Improvement	Bicycle or Pedestrian Facilities, Other	Most cars headed north/southbound either do not fully stop or run the stop sign at Records/River Valley. Those that do so seem to be confused by the 3-way intersection and who has the right of way. I deal with this daily. I love near this intersection and can hear cars racing up and down Records late at night on routine basis. Need policing on Records.	Weekdays PM Peak Weekends PM
Rustic Oak	McMillan	Tara	Visual Obstructions	Visual Obstructions	The center of the round about is so high it makes it difficult to see on coming vehicles. They are going so fast it is dangerous because they are out of sight and then suddenly appear. Remove the decoration in the center of the roundabout so you can see oncoming traffic.	Weekdays AM Peak, Weekdays Midday, Weekdays PM Peak, Weekdays Evening & Early Morning, Weekends AM, Weekends Midday, Weekends PM, Weekends Evening & Early Morning
Silver Spruce	Lost Rapids	Lozanosteve	Visual Obstructions	Other	Speeding Every Day at all hours speed bumps are needed on this road. Everyday all hours	
Silver Spruce	Lost Rapids	Lozanosteve	Bicycle/Pedestrian Improvement	Bicycle or Pedestrian Facilities	Adding a more visible Bicycle or Pedestrian cross walk. Because of the speeding on this road pedestrians have almost been hit here. any day or time	
Stoddard	Victory	Sarah H.	Bicycle/Pedestrian Improvement	Bicycle or Pedestrian Facilities	Would you be able to put in a crosswalk and pedestrian signage here? Residents of the subdivisions (myself included) just South of Victory Road have no place to safely cross at this intersection. Cars traveling on Victory Rd. almost never stop for pedestrians trying to cross.	Weekdays AM Peak, Weekdays Midday, Weekdays PM Peak, Weekdays Evening & Early Morning, Weekends AM, Weekends Midday, Weekends PM, Weekends Evening & Early Morning
Summit	McMillan	Tiffany Oakes	Bicycle/Pedestrian Improvement	Bicycle or Pedestrian Facilities	This needs to become an intersection with a bike protected round about or a HAWK crossing. This is an important crossing for bike commuters in the square mile between Meridian Road and Linder Road North of Meridian. This allows bike commuters to connect to bike paths south of Meridian. Adding a safe round about with protected bike lanes or a HAWK crossing would improve safety.	
Ten Mile	Belltower	Susan	Bicycle/Pedestrian Improvement	Other	We need a signal at the corner of Belltower and Ten Mile. Since Ten Mile was widened, we in Bridgetower have complained. It's hard to get out of our development any time the traffic is flowing! I told the City long ago they should have put in a full-service light at this intersection instead of wasting our money at the pedestrian light a very short distance away (less than 1/4 mile). Other people have told the City the same thing...at one meeting one woman asked, "Is someone going to have to be killed there before you guys listen to us?" Apparently so!	

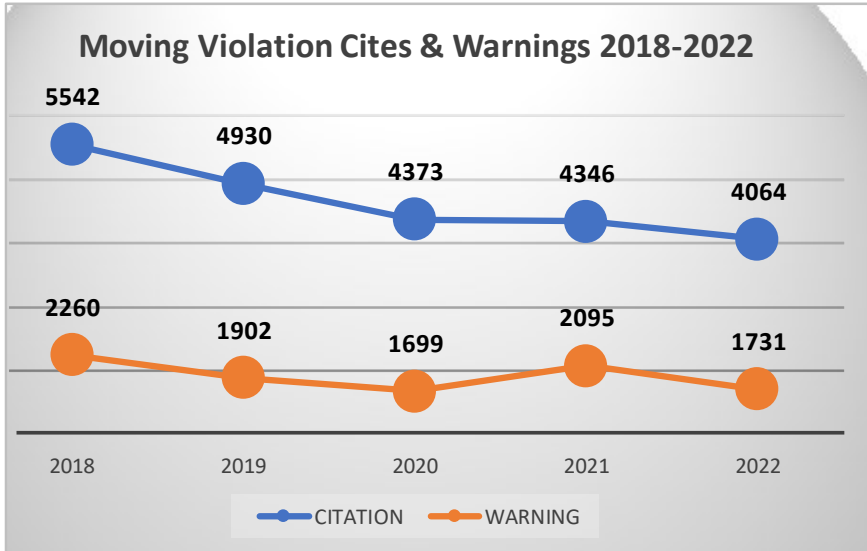
Exhibit B: Community Comment Responses

Pin Location				Survey Response		
North-South Street	East-West Street	Screen Name	Category	Check the concern you have at this intersection.	Describe your experience at the intersection including any recommendations you may have.	If you are experiencing these concerns at a particular day and time, when?
Ten Mile	Everest	Kevinxchef	Bicycle/Pedestrian Improvement	Bicycle or Pedestrian Facilities, Visual Obstructions	I walk daily and this intersection needs a sign to remind drivers pedestrians use the side walk. The drivers making right hand turns from Ten Mile to Chinden or onto Ten Mile from Chinden do not look for pedestrians. The drivers heading northbound on Ten Mile vision may be obstructed by the other traffic lanes as they pull directly into the intersection disregarding the limit lines. This is especially an issue because there is no cross traffic coming west bound, it is an T-intersection. A pedestrian crossing sign as installed at Eagle and State would greatly improve pedestrian safety. This issue occurs at all hours when I walk.	Weekdays AM Peak, Weekdays Midday, Weekdays PM Peak, Weekends AM, Weekends Midday, Weekends PM
Ten Mile	Navigator	steensmountain	Bicycle/Pedestrian Improvement	Bicycle or Pedestrian Facilities	I rode my bike once on the bike lane along 10-mile from Overland down to Ustick. Never again. Felt like I was taking my life into my own hands with cars blazing by at 45 MPH. Would love to see protected bike lanes in Meridian.	
Timberline	McMillan	Tiffany Oakes	Bicycle/Pedestrian Improvement	Bicycle or Pedestrian Facilities	The meridian Pathway ends in a dirt path Near Timberline Way. The sidewalk on the other side of McMillian after locust Grove is tiny and not safe for bikes and pedestrians to share. The sidewalk on the South side of McMillian Road past Locust Grove is a nice wide space that is also quite flat, great for bikes and pedestrians to share. This intersection at Timberline Way and McMillian is a great spot for a round about with Bike Protected lanes. Or a HAWK crossing. This will reduce bike congestion at the light and allow bikes, and pedestrians to cross to the south side of McMillian. I highly suggest the use of roundabouts with bike protected lanes because they are cheaper than HAWK crossings and where they have been implemented, they have been shown to be safer than HAWK crossings. Bonus for everyone.	
Verado/Troxel	Ustick	Meridianite	Visual Obstructions	Other	Cars traveling eastbound on Ustick Rd who use the center turning lane to turn left onto Troxel Way and those traveling westbound who turn left onto Verado Ave often enter the lane at the same time. I have seen a couple of head on collisions here, and I believe there have been deaths. Would like to see a barrier in the center turning lane to prevent left turning vehicles from coming into contact with each other.	
Wells	Overland	Kerry	Bicycle/Pedestrian Improvement	Lighting, Bicycle or Pedestrian Facilities, Other	CrZy congestion and the apts aren't even built! Not enough room in this road.	Weekdays AM Peak, Weekdays Midday, Weekdays PM Peak, Weekends Midday

Exhibit C: Meridian Police Department Analysis



Moving Violations/Intersection Safety Analysis



Row Labels	2018	2019	2020	2021	2022	5 Yr Avg	2023
JAN	727	572	488	692	434	583	516
FEB	672	390	556	543	362	505	406
MAR	517	565	520	656	636	579	503
APR	517	530	94	540	550	446	514
MAY	784	731	448	608	462	607	615
JUN	750	581	814	618	399	632	464
JUL	663	642	554	608	512	596	533
AUG	715	566	469	484	481	543	555
SEP	532	564	523	470	557	529	-
OCT	609	581	580	465	369	521	-
NOV	717	591	476	366	555	541	-
DEC	599	519	550	391	478	507	-
Grand Total	7802	6832	6072	6441	5795	6588	YTD 4106

The table/chart above does not include all citations and warnings issued. Only those that qualified as moving violations for the purpose of this analysis. See Page 6 for more.

Violation Type	2018	2019	2020	2021	2022	2023 (*ytd)	Grand Total
Bicycle	7	3	3	7	6	1*	27
Pedestrian	48	33	33	38	48	23*	223
Grand Total	55	36	36	45	54	24*	250

The table above shows violations of a bicyclist or pedestrian, not a vehicle violation.

2018- 41
2019- 46
2020- 24
2021- 34
2022- 35
2023 (ytd)- 18
Includes Courtesy Collisions Reports (not reported to state)

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Collision Data Source 2018-2022 CAU BB (Webcars/ITS)

Collision Data Source 2023 Webcars/ITS

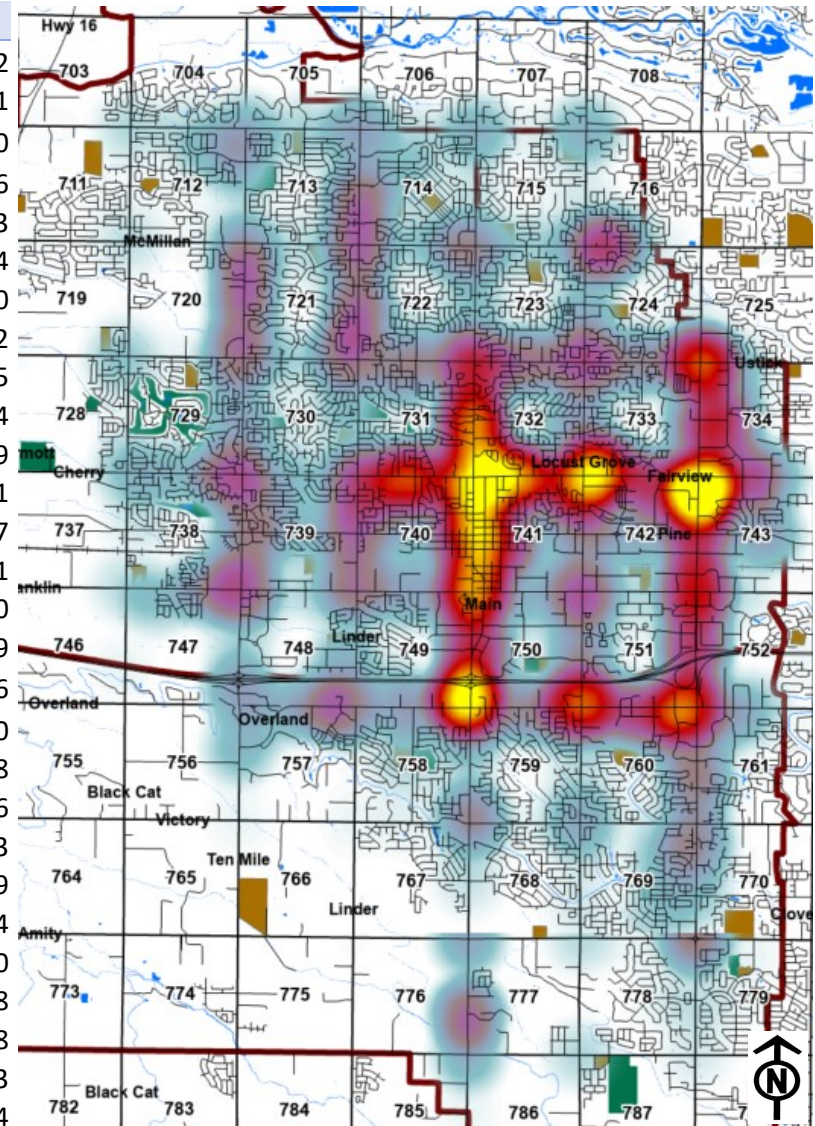
Exhibit C: Meridian Police Department Analysis



2018-2022 All Moving Violations (Cites & Warnings)*

Top 30 Violations (Citations and Warnings) 2018-2022	Count
SPEED-(1-15 MPH) EXCEEDING THE MAX POSTED SPEED LIMIT	11,512
TRAFFIC CONTROL DEVICE-DRIVER FAILS TO OBEY	4,041
FOLLOWING TOO CLOSELY	1,960
DRIVING UNDER THE INFLUENCE	1,876
INATTENTIVE OR CARELESS	1,793
SPEED-(16 MPH OR OVER)	1,784
STOP SIGN AND YIELD SIGN VIOLATION	1,600
TURNING MOVEMENTS AND REQUIRED SIGNALS	1,072
SPEED- SCHOOL ZONE	905
IMPROPER OR UNSAFE LANE CHANGE	784
TURNING LEFT AND FAILING TO YIELD RIGHT OF WAY	719
TEXTING WHILE DRIVING	461
UNSAFE START OF PARKED VEHICLE AND/OR UNSAFE PULL-OUT	417
TURN IMPROPER RIGHT	381
YIELD FAILURE BY VEHICLE ENTERING HIGHWAY	370
SPEED-DRIVING AT A SPEED GREATER THAN IS REASONABLE	289
IMPROPER USE OF DESIGNATED LANE	246
TURN IMPROPER LEFT	240
DRIVING-RECKLESS	228
CENTER TURN LANES	206
STOP-FAIL TO STOP WHEN EMERGING FROM A,D or B	153
DRIVING LANES-UNLAWFUL DRIVING ON HIGHWAYS	139
YIELD TO PEDESTRIAN IN CROSSWALK	134
FAIL TO REDUCE SPEED/YIELD/STOP APPROACHING EMERG VEH	120
DRIVING LANE-ON WRONG SIDE OF HIGHWAY	98
TURNING AROUND-VIOLATIONS	98
TURN REQUIRED POSITION AND METHOD OF TURNING	93
DRIVING-BACKING UNSAFE/VIOLATIONS	84
SPEED- WORK ZONE	83
DRIVERS VIEW OBSTRUCTED	70
Grand Total of Top 30	31,956

*This list, being the top 30, excludes 983 other violations



*The table/map on this page does not include all citations and warning issued. Only those that qualified as moving violations for the purpose of this analysis.

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Exhibit C: Meridian Police Department Analysis

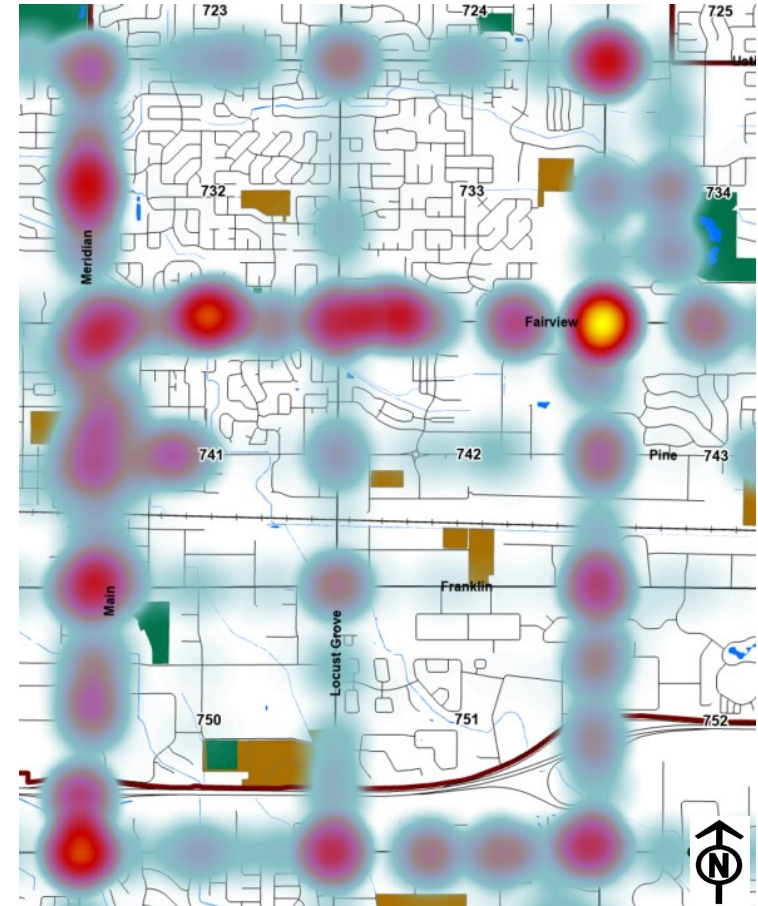


Intersection of Eagle/Fairview

Cites and Warnings

Year	Count
2018	316
2019	223
2020	233
2021	192
2022	142
2023 YTD*	111
Grand Total	1,217*

Collisions involving Bicycle or Pedestrian: 2 (2018, 2021) One occurred on the sidewalk, the other in the roadway. Only one driver age known, 24. Both evening hours between 17:00-18:30.



From 2018-2023 (YTD), there were a total of 10 citations/warnings issued at Eagle Rd & Fairview Ave to bicyclists and pedestrians.

Top Ten Cites and Warnings	
Categorized Offense	Count
TRAFFIC CONTROL DEVICE-DRIVER FAILS TO OBEY	509
FOLLOWING TOO CLOSELY	117
INATTENTIVE OR CARELESS	63
SPEED (1-15MPH)	60
IMPROPER OR UNSAFE LANE CHANGE	58
STOP SIGN- FAIL TO STOP OR YIELD	45
DUI	44
TURNING MOVEMENTS AND REQ SIGNALS	33
DRIVER FAILS TO OBEY RED SIGNAL	23
FAIL TO SIGNAL- UNSAFE LANE CHANGE	20
Percentage of Total	79.86%

These top ten represent 79.86% of the total, overall offenses where a citation or warning was issued at this intersection.

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*Year To Date

Results reflect issuance of warnings and citations with 1,000 feet of the intersection while the previous reports use a 2,000 foot radius.

Exhibit C: Meridian Police Department Analysis

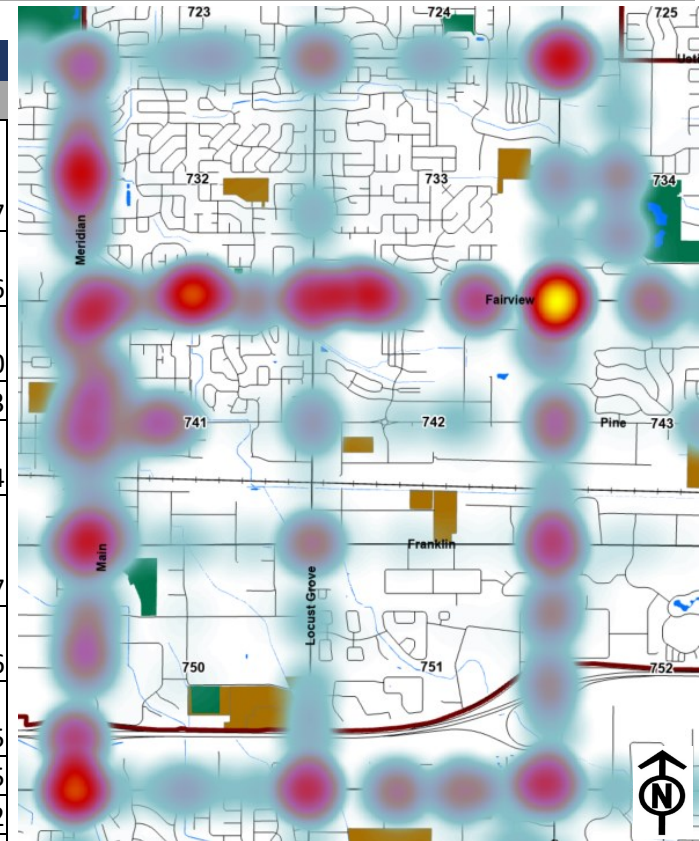


Intersection of Locust Grove/Fairview

Cites and Warnings	
2018	149
2019	140
2020	102
2021	114
2022	104
2023 YTD*	90
Total	699*

Top Ten Cites and Warnings	
Categorized Offense	Count
DRIVING-SPEED-(1-15 MPH) EXCEEDING THE MAXIMUM POSTED SPEED LIMIT	147
TRAFFIC CONTROL DEVICES-FAIL TO OBEY	66
DRIVING-TURNING LEFT AND FAILING TO YIELD RIGHT OF WAY	60
DRIVING-FOLLOWING TOO CLOSELY	53
DRIVING-INATTENTIVE OR CARELESS	44
DRIVING-SPEED-(16 MPH OR OVER) EXCEEDING THE MAXIMUM POSTED SPEED LIMIT	27
DRIVING LANE CHANGE-IMPROPER OR UNSAFE LANE CHANGE	26
DRIVING-YIELD FAILURE BY VEHICLE ENTERING HIGHWAY	25
DRIVING UNDER THE INFLUENCE	25
DRIVING-TURN IMPROPER RIGHT	22
DRIVING-TURNING MOVEMENTS AND REQUIRED SIGNALS	22
Percentage of Total	73.86%

These top ten represent 73.86% of the total, overall offenses where a citation or warning was issued at this intersection.



From 2018-2023 (YTD), there were a total of 4 citations/warnings issued at Locust Grove and Fairview intersection to bicyclists and pedestrians.

Collisions involving Bicycle or Pedestrian: 4 (2020) two involved bicycles, two pedestrian. One occurred in the crosswalk, others in the roadway. Drivers ages ranged from 19-64. 3 occurred between 09:00 and 11:00. The other occurred 20:25.

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*Year To Date

Results reflect issuance of warnings and citations with 1,000 feet of the intersection while the previous reports use a 2,000 foot radius.

Exhibit C: Meridian Police Department Analysis



Main St/Meridian Rd Corridor

Meridian Rd Corridor Top 10: Citations and Warnings	
SPEED-(1-15 MPH) EXCEEDING THE MAXIMUM POSTED SPEED LIMIT	1,685
TRAFFIC CONTROL DEVICES-FAIL TO OBEY	625
DRIVING-FOLLOWING TOO CLOSELY	335
SPEED-(16 MPH OR OVER) EXCEEDING THE MAXIMUM POSTED SPEED LIMIT	329
INATTENTIVE OR CARELESS	293
DRIVING UNDER THE INFLUENCE	243
IMPROPER OR UNSAFE LANE CHANGE	175
TURNING MOVEMENTS AND REQUIRED SIGNALS	151
UNSAFE START OF PARKED VEHICLE AND/OR UNSAFE PULL-OUT	112
STOP SIGN-FAIL TO STOP AND/OR YIELD FROM	110
Percentage of Total	74.02%

These top ten represent 74.02% of the total, overall offenses where a citation or warning was issued along this corridor.

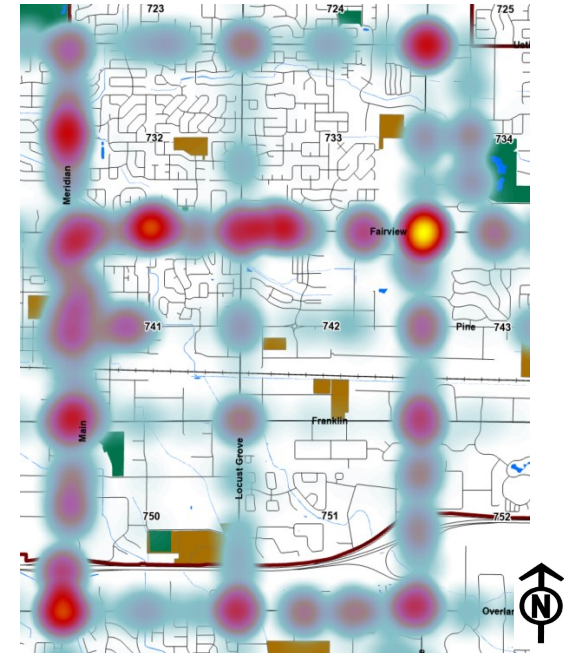
Meridian Rd		Main St	
Violations by Year		Violations by Year	
2018	861	2018	276
2019	825	2019	288
2020	1036	2020	219
2021	1032	2021	185
2022	1062	2022	228
2023	666*	2023	182
Total	5,482	Total	1,378

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Main St Corridor Top 10: Citations and Warnings	
DRIVING-SPEED-(1-15 MPH) EXCEEDING THE MAXIMUM POSTED SPEED LIMIT	381
TRAFFIC CONTROL DEVICES-FAIL TO OBEY	170
DRIVING UNDER THE INFLUENCE	114
DRIVING-INATTENTIVE OR CARELESS	66
DRIVING-FOLLOWING TOO CLOSELY	50
DRIVING-TURNING MOVEMENTS AND REQUIRED SIGNALS	50
DRIVING LANE CHANGE-IMPROPER OR UNSAFE LANE CHANGE	49
DRIVING-STOP SIGN-FAIL TO STOP AND/OR YIELD FROM	37
DRIVING UNDER THE INFLUENCE-(SECOND OFFENSES)	35
DRIVING-TURN IMPROPER LEFT	33
TURNING LEFT AND FAILING TO YIELD....	34
Percentage of Total	71.48%

These top ten represent 71.48% of the total, overall offenses where a citation or warning was issued along this corridor.

Specifics of vehicle v bike/pedestrian collisions: Six occurred in parking lots close to the road. 15 were within a crosswalk. Peak hours were 15:00-17:00 and Wednesday was the highest day of occurrence.



From 2018-2023 (YTD), there were a total of 53 citations/warnings issued along the Meridian Rd/Main St corridor to bicyclists and pedestrians.

Collisions involving Bike or Pedestrian			
	Bicycle	Pedestrian	Total
2018	6	8	14
2019	8	5	13
2020	2	0	2
2021	3	4	7
2022	3	2	6
2023	4	1	5
Total	26	20	47

Exhibit C: Meridian Police Department Analysis



Analysts Notes:

This report includes all violations classified as “moving” with the exception of the following: DWP, DUI Taskforce, Flee or attempt to elude an officer in a motor vehicle.

Violations classified as “non moving” that were included in this report: Bicycle violations, pedestrian violations, texting & driving, overtaking a school bus and speeding in school zone.

Some citation types were combined into simplified categories such as speed and turning violations in order to provide a complete picture of violations per intersection. Please see CAU for a complete detailed list of violations.

City wide data did not include 2023 violations. Intersection analysis included 2023 violations.

Each intersection specific analysis included violations occurring within approximately 1000ft radius of the intersection. This is a change from the previous report provided in April 2023.

Meridian Rd/Main St corridor violations included only those where Meridian or Main was listed as the address, block or a cross street.

Collision information from 2018-2022 is based on previous reports by BB CAU, provided in January, 2023.

This data is provided on an "as-is" basis, and subject to the following conditions. No representations or warranties are conveyed with this record regarding its suitability, reliability, or accuracy for any purpose. Any user of this record accepts all risks of using it, whether such risks are known or unknown, and such user is solely responsible for complying with any and all legal requirements and prohibitions, including but not limited to, Idaho Code section 74-120, prohibiting the use of this record for marketing or as a mailing or telephone list. Updates and/or changes to the data used to compile this record may occur at any time. Please do not redistribute this record; further requests for this record should be forwarded to the agency from which it originated. All aspects of the data provided herein are susceptible to a degree of error due to the complexities of the processes involved in compiling and presenting the data.

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