

SECTION I

NORTH MERIDIAN AREA TRAFFIC UPDATE (WGI)

(see attached)

NORTH MERIDIAN AREA TRAFFIC UPDATE

*Intersection Capacity Analysis
between Black Cat Rd and Locust Grove Rd
and from Ustick Rd to the rim north of Chinden Blvd*

Prepared for

**City of Meridian
36 East Pine Avenue
Meridian, Idaho 83642**

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Prepared by



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EXECUTIVE SUMMARY

The North Meridian Area was analyzed for intersection impacts due to anticipated development in the next 25 years. The proposed study area is bounded by Locust Grove Road on the east and Black Cat Road on the west and from Ustick Road to the rim north of Chinden Blvd. The following are the principal findings and recommendations of the study:

- The traffic volumes for the arterial intersections with Chinden Blvd are expected to increase between 135% and 310% by 2030.
- The traffic volumes for the arterial intersections with McMillan Road are expected to increase between 220% and 1000% by 2030.
- The traffic volumes for the arterial intersections with Ustick Road are expected to increase between 120% and 320% by 2030.
- By the year 2010, ten arterial intersections within the study area are expected to be signalized. By 2020, all arterial intersections are expected to be signalized.
- The Chinden Boulevard / Locust Grove Road intersection is currently signalized. By 2015, an additional east/westbound through lane is needed. A northbound left and right turn-lane and a westbound left turn-lane will be needed by 2030.
- The Chinden Boulevard / Meridian Road intersection is currently signalized. By 2015, an additional east/westbound through lane is needed. A northbound right and westbound left turn-lane will be needed by 2030.
- The Chinden Boulevard / Linder Road intersection is currently signalized. By 2010, an additional east/westbound through lane is needed. Both a north and southbound right turn-lane and east and west bound right and left turn-lanes will be needed between 2020 and 2030.
- The Chinden Boulevard / Ten Mile Road intersection is currently STOP controlled on Ten Mile. By 2010, the intersection is forecast to need signalization and turn lanes. By 2015, an additional east/westbound through lane is needed. A westbound left and right turn-lane, southbound left and right turn-lane, and a northbound right turn-lane will be needed between 2020 and 2025. An additional northbound through lane and north and eastbound left turn-lanes are needed in 2030.
- The Chinden Boulevard / Black Cat Road intersection is currently STOP controlled on Black Cat. By 2010, the intersection is forecast to need signalization. A separate northbound right turn-lane will be needed in 2020. By 2030, an additional east/westbound through lane is needed.
- The McMillan Road / Locust Grove Road intersection is currently all-way STOP controlled. By 2010, the intersection is forecast to need signalization. Both an additional eastbound through and left turn-lane and a westbound left turn-lane will be needed at 2020. A north and southbound left turn-lane and an additional westbound through lane will be needed at 2030.
- The McMillan Road / Meridian Road intersection is currently all-way STOP controlled. By 2010, a northbound right turn-lane will be needed. By 2015, the intersection is forecast to need signalization. A north and westbound left turn-lane will be needed at 2025. Eastbound left and right turn-lanes and a southbound left turn-lane will be needed at 2030.
- The McMillan Road / Linder Road intersection is currently all-way STOP controlled. By 2015, the intersection is forecast to need signalization. Both east and westbound left turn-lanes will be needed by 2020.



- The McMillan Road / Ten Mile Road intersection is currently all-way STOP controlled. By 2015, the intersection is forecast to need signalization. A northbound right turn-lane and a westbound left-turn lane will be needed at 2020. Left turn-lanes in the north, south and eastbound directions will be needed at 2025. An additional north/southbound through lane is needed in 2030.
- The McMillan Road / Black Cat Road intersection is currently all-way STOP controlled. By 2020, the intersection is forecast to need signalization. A north and southbound left turn-lane will be needed at 2030.
- The Ustick Road / Locust Grove Road intersection is currently signalized. By 2025, both an additional westbound through and left turn-lane are needed.
- The Ustick Road / Meridian Road intersection is currently all-way STOP controlled. By 2010, the intersection is forecast to need signalization. East and westbound left turn-lanes will be needed at 2020. An eastbound right turn-lane will be needed in 2025. A northbound right turn-lane will be needed in 2030.
- The Ustick Road / Linder Road intersection is currently all-way STOP controlled. By 2010, the intersection is forecast to need signalization. Left turn-lanes for all four directions will be needed at 2020. A north and eastbound right turn-lane will be needed at 2030.
- The Ustick Road / Ten Mile Road intersection is currently all-way STOP controlled. By 2010, the intersection is forecast to need signalization. Both northbound left and right turn-lanes and a southbound left turn-lane will be needed at 2020. Both east and westbound left turn-lanes will be needed at 2025. An additional northbound through lane is needed by 2030.
- The Ustick Road / Black Cat Road intersection is currently all-way STOP controlled. By 2015, north and southbound left turn-lanes are needed. By 2020, the intersection is forecast to need signalization.
- Chinden Boulevard was assumed to be a 5-lane section in the study area by 2030. This is adequate based on the intersection analysis.
- McMillan Road is ultimately planned as a 5-lane roadway section from Locust Grove Road to Eagle Road and as a 3-lane roadway section from Locust Grove Road to Black Cat. This is adequate based on the intersection analysis.
- Ustick Road is ultimately planned as a 5-lane roadway section. This is adequate based on the intersection analysis.
- Black Cat Road is ultimately planned as a 5-lane roadway section. This is adequate based on the intersection analysis.
- Ten Mile Road is ultimately planned as a 5-lane roadway section. This is adequate based on the intersection analysis.
- Linder Road is ultimately planned as a 5-lane roadway section. This is adequate based on the intersection analysis.
- Meridian Road is ultimately planned as a 3-lane roadway section. This is adequate based on the intersection analysis.
- Locust Grove Road is ultimately planned as a 3-lane roadway section. This is adequate based on the intersection analysis.

