



COMMUNITY PLANNING ASSOCIATION  
of Southwest Idaho

## Cherry Lane Middleton Road to Black Cat Road

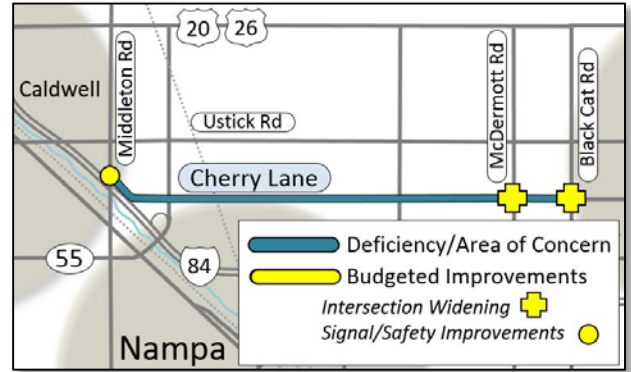
### Priority 21

#### Background

Cherry Lane is a vital east-west route, running for 20 miles from Middleton Road through north Nampa and downtown Meridian, and ending in downtown Boise. In downtown Meridian, Cherry Lane becomes Fairview Avenue. It also serves as an alternate route to I-84.

#### The Corridor at a Glance

- Two lanes wide, mostly stop sign-controlled intersections
  - Intersections at Midland Boulevard and Black Cat Road are improved with turn lanes and traffic signals
  - East of Black Cat Road, Cherry Lane is four lanes wide
- Mostly rural corridor with a few subdivisions adjacent to roadway
- No bike lanes on Cherry Lane in this area
- Sidewalks adjacent to a few newer subdivisions
- No regular bus routes on Cherry Lane, but much of the corridor (west of Can-Ada Road/Idaho Center Boulevard) is within the large service area for ValleyRide Flex Route #57
- Park-and-ride lot at College of Western Idaho (CWI) campus near Idaho Center Boulevard intersection
- Points of interest (west to east)
  - Middleton Road intersection at base of I-84 overpass
  - St. Luke's Nampa at Midland Boulevard intersection
  - Railroad crossing and several irrigation canal and ditch crossings
  - CWI campus near Can-Ada Road/Idaho Center Boulevard intersection



#### Problem

This portion of Cherry Lane is only two lanes wide. It is too narrow to accommodate the increased traffic levels expected by 2040 and will become congested.

- Traffic from Middleton Road to McDermott Road is likely to increase more than three-fold, from 4,000 vehicles a day in 2013 to 15,000 in 2040—the approximate capacity for the roadway.
- Traffic from McDermott Road to Black Cat Road is likely to increase five-fold, from 6,000 vehicles a day in 2013 to 30,000 in 2040.

Current and Future <sup>1</sup>	2013	2040
Population	7,942	25,713
Households	2,461	9,424
Employment	1,082	8,055

<sup>1</sup> Population, housing, and employment in the corridor are based on neighborhoods and other developments near the road.



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### Vehicles per Day, McDermott Road to Black Cat Road in thousands



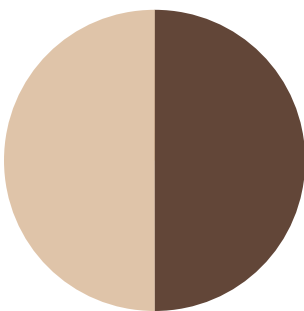
\* 2040 Funded reflects the 2013 regional transportation system and all the expansion/improvement projects that are funded in agencies' approved budgets or capital improvement plans, listed in CIM 2040 (Chapter 6, Tables 6.2 and 6.3).

\*\* Unfunded projects/improvements includes all the unfunded needs discussed in this summary and listed in CIM 2040 (Chapter 6, Table 6.5).

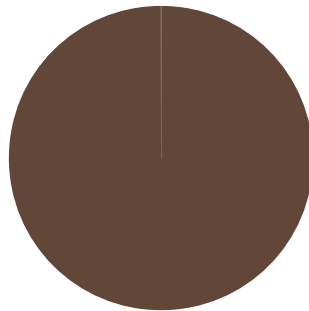
\*\*\* This is an approximate level where there is too much traffic for the road to carry and speeds will get slower as congestion gets worse. Each road's capacity depends on a number of variables, including truck traffic, number of driveways, and road conditions.

### Drive Times, 2013 vs. 2040, Middleton Road to Curtis Road

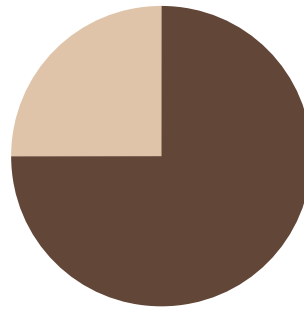
Each pie chart represents one hour. Drive times are in dark brown.



2013



2040 Funded\*



2040 Funded Plus Unfunded\*\*

\* 2040 Funded reflects the 2013 regional transportation system and all the expansion/improvement projects that are funded in agencies' approved budgets or capital improvement plans, listed in CIM 2040 (Chapter 6, Tables 6.2 and 6.3).

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When a road, transit line, bikeway, or other part of the transportation system is improved, it can accommodate more traffic and, therefore, it attracts more users. Even with more traffic, traveling conditions will be better with the improvements.



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## Other Considerations

### Roadway Users

Most of the analysis to identify the increased traffic issue is based on cars, the main mode of transportation on streets and highways. Pedestrians, bicycles, and vehicles such as freight trucks, farm equipment, and buses may also share the road.

### Environmental Issues

Changes to a roadway can impact the surrounding environment as well as the people who live nearby. Before major road projects are built, their potential effects are analyzed to make sure they meet environmental regulations as well as provide for “environmental justice,” ensuring all people can be involved and are treated fairly.<sup>2</sup>

There are a few sensitive areas to consider along this corridor:

- Irrigated, prime farmland surrounds this segment of Cherry Lane.
- The Mason Creek floodway diverts under the roadway west of Franklin Road.

There are no environmental justice concerns on this segment of Cherry Lane, but there’s a very small area with low-income populations where Fairview Avenue enters downtown Boise. Concentrations of minority populations exist in the western end of the Cherry Lane corridor through the City of Caldwell and in the eastern end near downtown Boise.

### Budgeted Projects

**Roadway:** The Nampa Highway District began construction of a locally funded project in fall 2013 to reconfigure the intersection of Middleton Road and Cherry Lane to alleviate safety concerns. ACHD’s *Integrated Five Year Work Plan*<sup>3</sup> and *Capital Improvements Plan*<sup>4</sup> (CIP) include projects to widen Fairview Avenue between Meridian Road and Curtis Road at a total cost of over \$29 million, and improve the intersections at McDermott, Black Cat, Ten Mile and Linder Roads at a total cost<sup>5</sup> of nearly \$15 million.

There are no pathway, park-and-ride, or road widening projects, or any new bus services, in approved budgets for this segment of Cherry Lane.

### Unfunded Future Needs

**Roadway:** Cherry Lane stretches 20 miles from near the Nampa/Caldwell city limits to downtown Boise, making it an alternative for I-84. Widening Cherry Lane would provide a continuous five-lane arterial to Meridian Road. (Fairview Avenue is planned to be seven lanes wide east of Meridian Road.)

ACHD’s CIP includes a project to widen Cherry Lane between McDermott Road and Black Cat Road, but it is currently unfunded. Costs are estimated at around \$3 million. The CIP also includes intersection widening projects at Cherry Lane and McDermott Road (\$1,796,000), Black Cat Road (\$4,340,000), and other intersections farther east.

In January 2014 the estimated cost for the unfunded needs in the corridor, widening Cherry Lane to five lanes wide from Middleton Road to Black Cat Road, was \$78 million.

<sup>2</sup> See federal environmental justice definitions at [www.epa.gov/region07/ej/definitions.htm](http://www.epa.gov/region07/ej/definitions.htm).

<sup>3</sup> [www.achdidaho.org/Departments/PP/5Year.aspx](http://www.achdidaho.org/Departments/PP/5Year.aspx)

<sup>4</sup> [www.achdidaho.org/Departments/ROWDS/CIP.aspx](http://www.achdidaho.org/Departments/ROWDS/CIP.aspx)

<sup>5</sup> This includes costs/contributions from other agencies.



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COMMUNITIES IN MOTION 2040 | PRIORITY CORRIDOR SUMMARY

## Cherry Lane *Middleton Road to Black Cat Road*

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**Bus Service/Park and Ride:** The regional transit services plan, *valleyconnect*, calls for the following in the near- to medium-term:

- Bus Route #56, a secondary route planned along Cherry Lane that would provide connections to the Nampa downtown transfer center and newly developing CWI transfer center. This route would run every 30 to 60 minutes all day with frequent stops.
- an additional secondary route planned along a small segment of Cherry Lane providing north-south service from the CWI transfer center to the Cities of Star and Eagle. This route would run every 30 to 60 minutes all day with frequent stops.
- improvements to the park-and-ride lot at the College of Western Idaho

**Operations, Management and Technology Projects:** Aside from road widening, other actions such as improving driveways or changing the traffic signals can help improve traffic conditions. There are no such projects planned for this stretch of Cherry Lane in the regional Intelligent Transportation System plan<sup>6</sup> but ACHD has future plans to update traffic signal timing along the larger Fairview Avenue corridor as well as create an access management plan for Fairview Avenue.

*Updated July 2014*

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<sup>6</sup> Final Report: Treasure Valley Transportation System: Operations, Management, and ITS can be found online at [www.compassidaho.org/prodserv/cms-intro.htm](http://www.compassidaho.org/prodserv/cms-intro.htm).