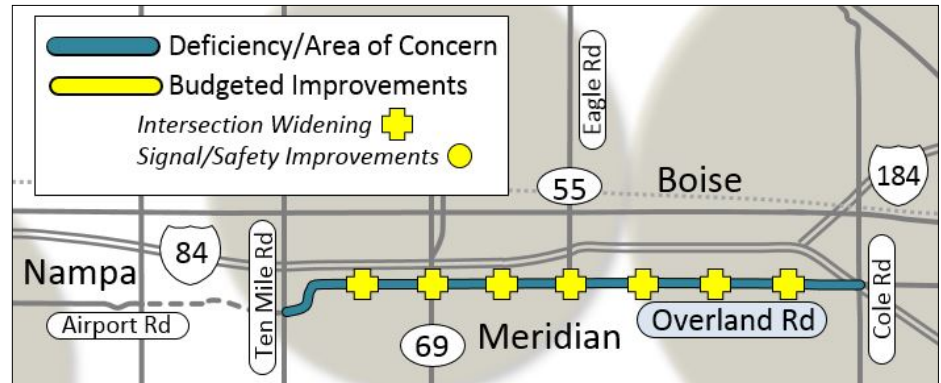


Overland Road Multimodal corridor plan

Priority 19

Background

Overland Road is an important route through Meridian and Boise, extending nearly 12 miles from Ten Mile Road to Federal Way. For most of its length, Overland has four driving lanes plus a continuous center turn lane, and the majority of the street frontage is commercial (retail or offices). There are no major streets between it and I-84 throughout the corridor, so Overland Road serves an alternate route to the interstate.



Most of the corridor has been developed with a mix of residential, retail, and office employment. There are still opportunities for infill and redevelopment in the eastern sections (generally east of Cloverdale Road) and new development in the western sections. There are major activity centers at the Meridian Road, Eagle Road, Maple Grove Road, and Cole Road intersections, and they are expected to increase in size by 2040. Several agencies recently conducted a joint study to examine connecting Airport Road in Nampa with Overland Road in Meridian.

The Corridor at a Glance (Ten Mile Road to Cole Road)

- Four traffic lanes throughout corridor, wider near Cole Road/I-84 interchange
- Several transit options in corridor
 - Park-and-ride lots near State Highway 69, Eagle Road, and Cole Road intersections
 - Several bus routes serve Overland Road corridor
 - Intercity Route #40 from State Highway 69 to Eagle Road
 - Intercity Route #42 from State Highway 55 to Maple Grove Road
 - Secondary Route #28 between Maple Grove Road and Cole Road
 - Other routes serve Overland Road east of Cole Road
- Bike lanes from Ten Mile Road to Clear Creek Drive (west of Five Mile Road)
 - Parallel neighborhood bike route from Cloverdale Road to Maple Grove Road
- Sidewalks on both sides from Linder Road to Cole Road (and farther east)
- Several private and public college campuses in corridor (Stevens-Henager, Brown Mackie, University of Phoenix, Broadview University, College of Western Idaho, Idaho State University)
- Points of Interest (west to east)
 - New road connection at Ten Mile Road, area still rural
 - Retail and recreation (Wahooz, Roaring Springs) near State Highway 69
 - Retail and entertainment complex near Mountain View High School
 - Business parks at Eagle Road and Maple Grove Road
 - Federal offices at Vinnell Way
 - Retail and entertainment complexes at Entertainment Avenue, Cole Road



Overland Road

Multimodal corridor plan

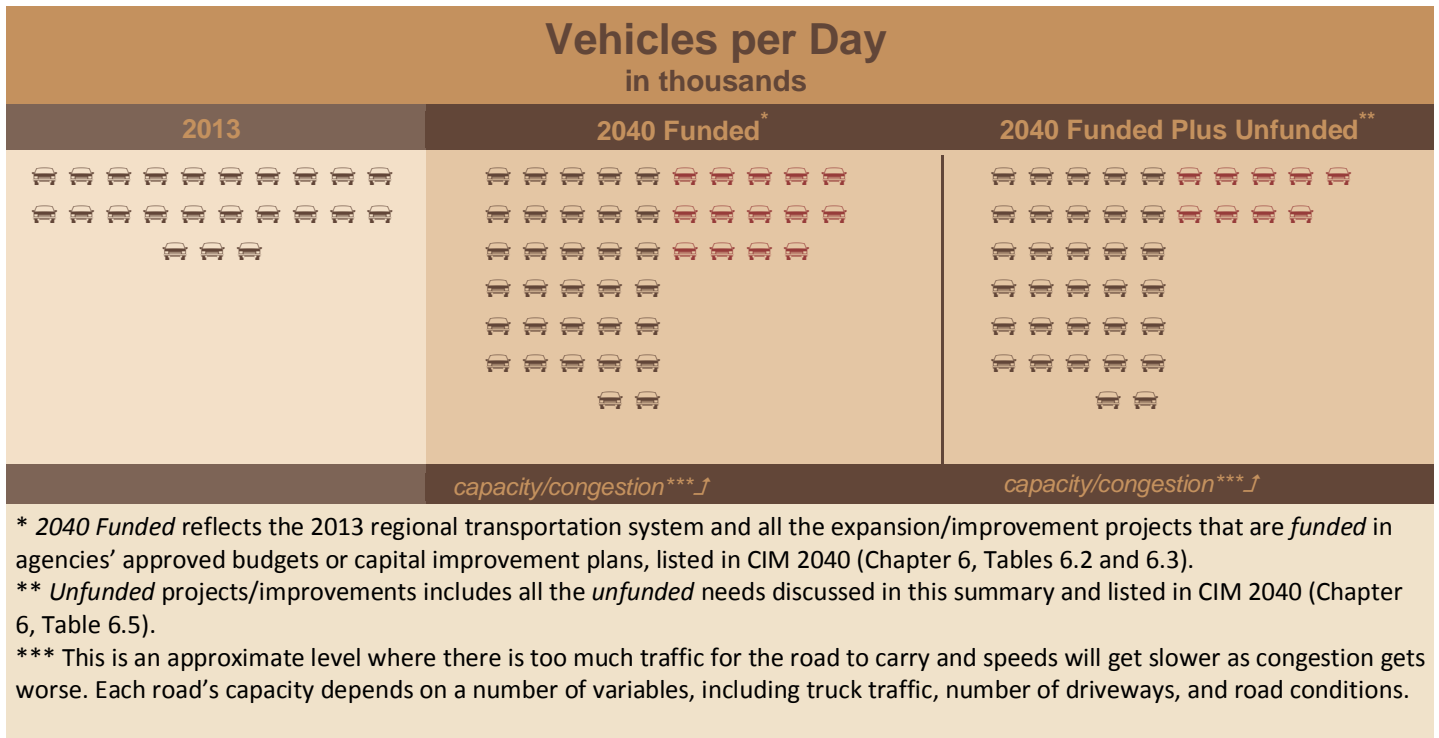
Priority 19

Problem

The volume of traffic is expected to grow from 32,000 vehicles per day in 2013 west of Cole Road to 40,000 per day in 2040. This is similar to current traffic levels on Eagle Road near US 20/26 (Chinden Boulevard).

Current and Future ¹	2013	2040
Population	13,967	20,192
Households	5,215	7,981
Employment	14,878	21,490

West of Eagle Road, where there is currently less development, traffic levels vary. Between Ten Mile Road and Eagle Road, current traffic levels range from 3,000 to 23,000 vehicles per day. By 2040, those levels are expected to rise to 25,000 to 46,000 vehicles per day. If improvements are made to parallel routes, such as Franklin, Victory, Amity and Lake Hazel Roads, traffic levels in 2040 will range from 19,000 to 43,000 per day.



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



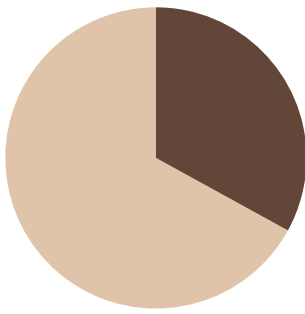
COMPASS
COMMUNITY PLANNING ASSOCIATION
of Southwest Idaho

Overland Road Multimodal corridor plan

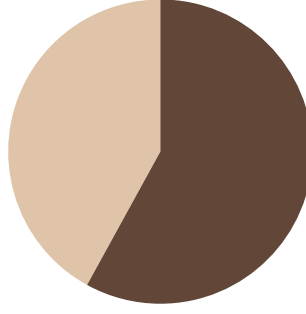
Priority 19

Drive Times, 2013 vs. 2040, Along Entire Length of Corridor (County Line to Federal Way)

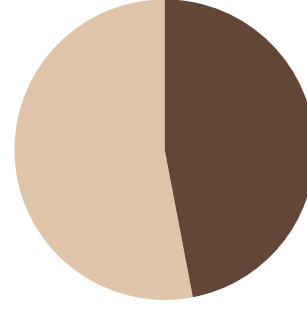
Each pie chart represents one hour. Drive times are in dark brown.



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).

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

Widening a roadway is sometimes necessary to accommodate increasing volumes of traffic. However, widening also has consequences, particularly to homes and businesses built close to the roadway. Existing development in the Overland Road corridor is already quite close to the road, so it is important to consider other options to keep traffic moving through the corridor.

One such option is a multimodal study, examining how different vehicles use the road and what the travel needs are for people who live and work in the corridor. It would identify and evaluate a range of individual options to help address the long-term needs for Overland Road.

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 may also share the road, as well as other vehicles such as bicycles, freight trucks, farm equipment, and buses.

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.²

There are a few sensitive issues to consider in this corridor:

- some potential remediation sites along Overland, but no major environmental constraints
- a small area with minority population concentrations on the eastern end of Overland Road in downtown Boise

² See federal environmental justice definitions at www.epa.gov/region07/ej/definitions.htm.



Overland Road Multimodal corridor plan

Priority 19

Budgeted Projects

Roadway: ACHD's *Integrated Five Year Work Plan*³ and *Capital Improvements Plan*⁴ include projects to widen Overland Road between Linder Road and Cole Road, but these segments are for right-of-way preservation only. *Construction is unfunded*; the total cost is currently estimated at almost \$31 million.

The CIP also includes intersection improvement projects on Overland Road at Linder Road, State Highway 69, and Locust Grove, Eagle, Cloverdale, Five Mile and Maple Grove Roads. The total cost is estimated at approximately \$28 million, ranging from \$3.12 to \$4.69 million per intersection.

Unfunded Future Needs

Roadway: Conducting a multimodal study could identify potential improvements for all travel modes, including auto, transit, bicycles, and pedestrians, to make this important east-west route as efficient and safe as possible. This is especially important as growth places more demand on Overland Road as an alternative to I-84. The plan should consider transit improvements as well as roadway improvements that could alleviate congestion, such as widening Overland Road to seven lanes from Linder Road to Cole Road.

To provide even greater east-west connectivity to Nampa, the Ada County and Nampa Highway Districts and the cities of Nampa and Meridian evaluated extending Overland Road to the west to Airport Road. This extension is anticipated to be built in the future as development occurs.

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

- a primary service bus route that runs from the downtown Meridian transfer center to the Boise State University transfer center. Primary routes serve frequent stops and run every 15 to 30 minutes during peak hours, and every 30 to 60 minutes midday.
- an express bus route that runs from Caldwell to Boise, with potential stops along segments of Overland Road between Meridian Road and Eagle Road. Express routes serve limited stops and run every 15 to 30 minutes during peak hours, and every 30 to 60 minutes midday.
- park-and-ride lot expansion/improvements along Overland Road at several locations
 - future lot at Ten Mile Road Interchange/Overland Road intersection
 - improvements or expansions at all three existing park-and-ride lots in the corridor

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. The regional Intelligent Transportation System (ITS) plan⁵ calls for the following:

- Cole/Overland Adaptive Traffic Signal System Installation
 - Upgrade up to 15 traffic signal systems to adaptive control in the Cole Road/Overland Road area.
- I-84/Franklin/Overland Integrated Corridor Management Implementation (from Garrity Blvd to the I-84/I-184 interchange, also known as the "Flying Y")
 - Automate the detour plans currently used by ACHD to divert traffic to Franklin Road and Overland Road using ACHD's Advanced Transportation Management System.
 - Install trailblazer signs along arterials, dynamically adjust traffic signals for detour conditions, and disseminate detour-related traveler information.
 - Disseminate travel times along all corridors during normal operating conditions.

³ www.achdidaho.org/Departments/PP/5Year.aspx

⁴ www.achdidaho.org/Departments/ROWDS/CIP.aspx

⁵ *Final Report: Treasure Valley Transportation System: Operations, Management, and ITS*, is online at www.compassidaho.org/prodserv/cms-intro.htm.